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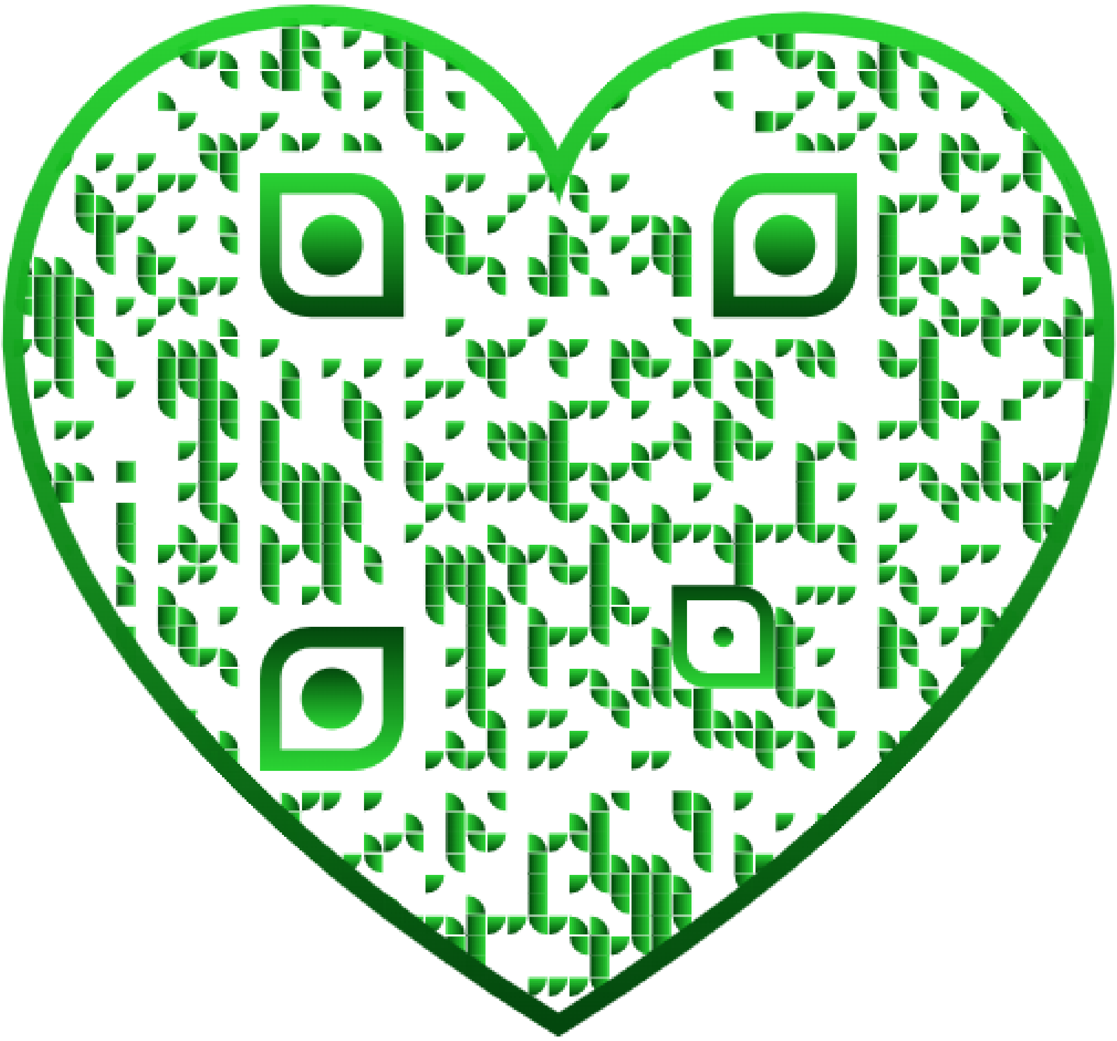

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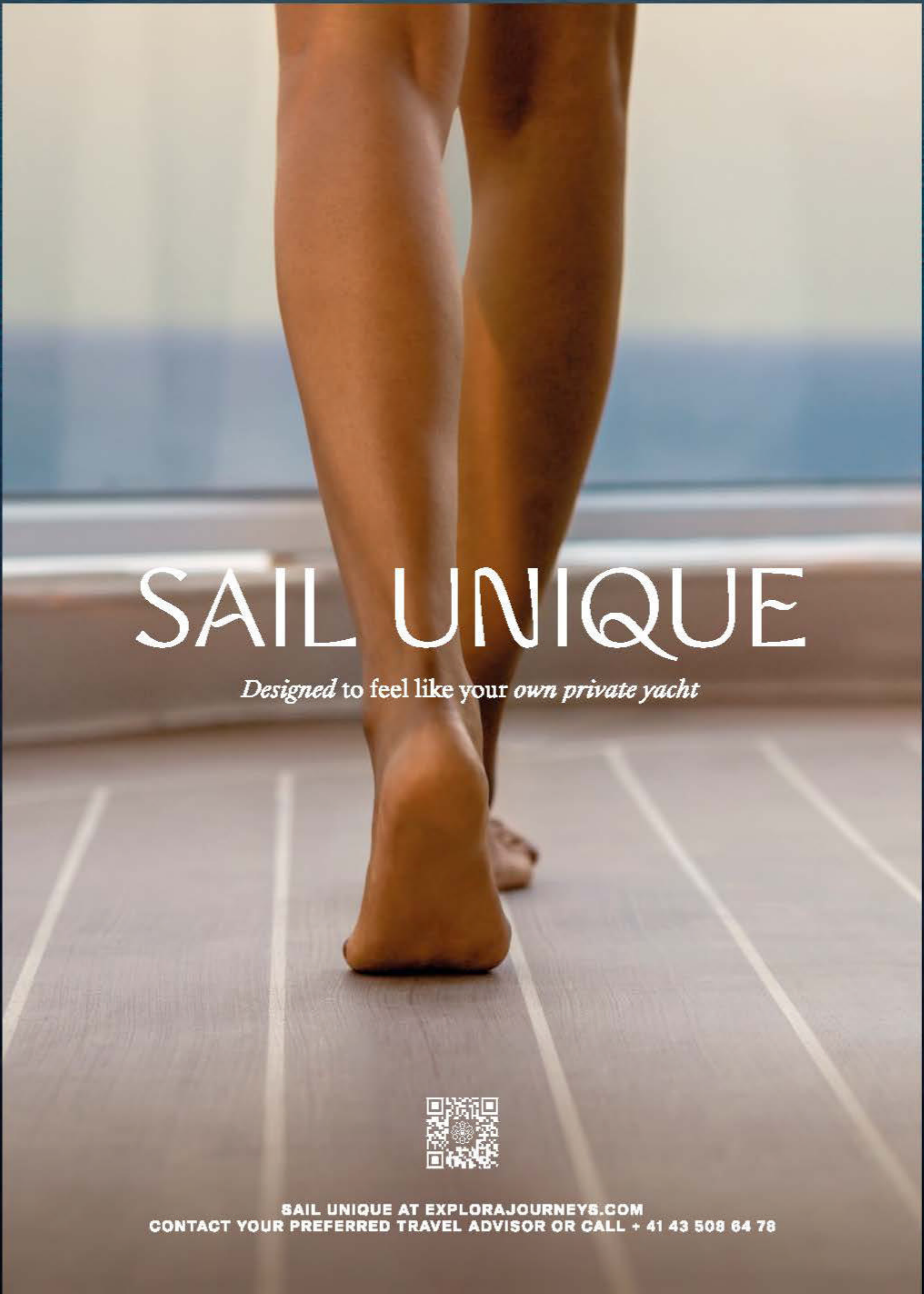

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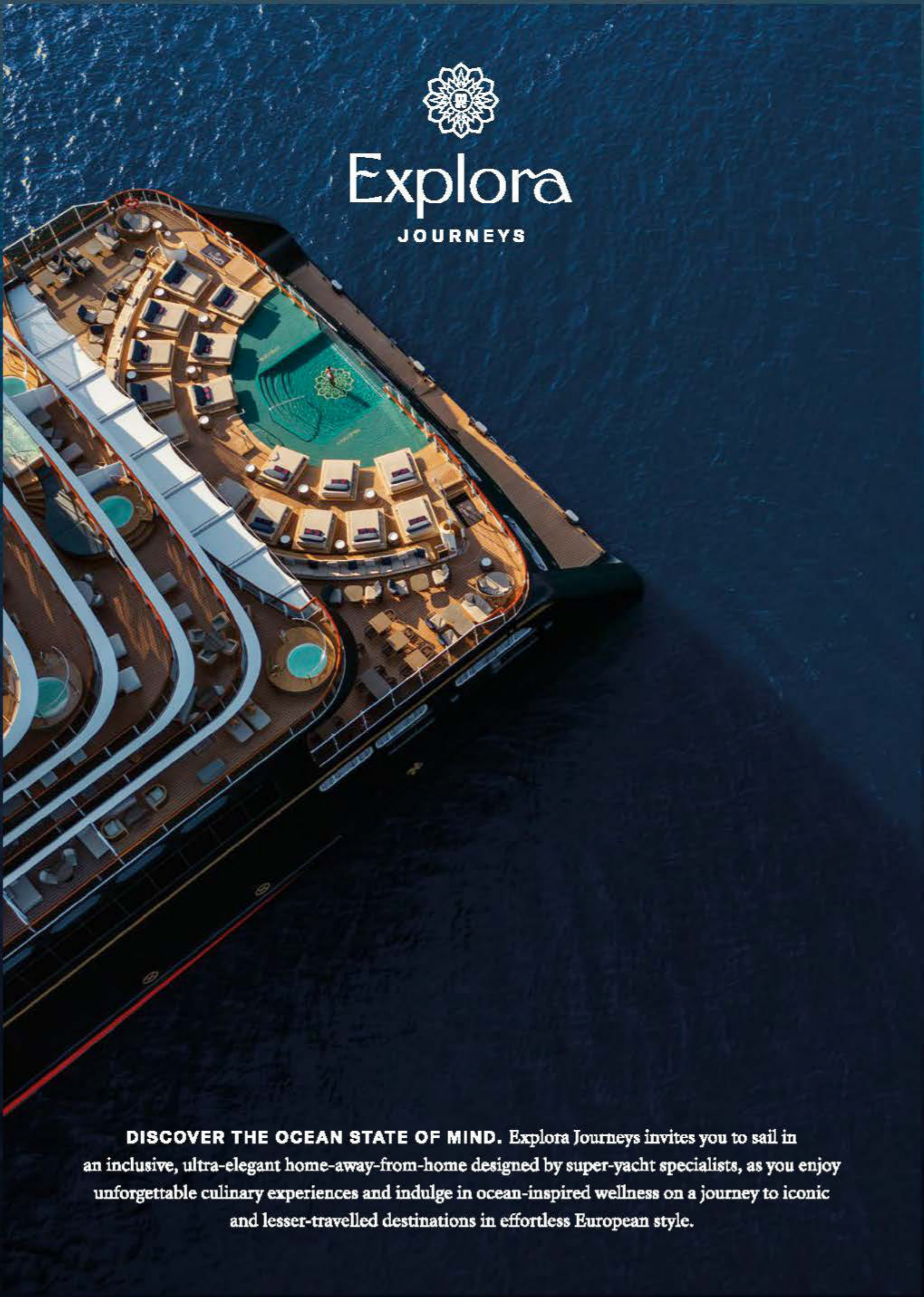

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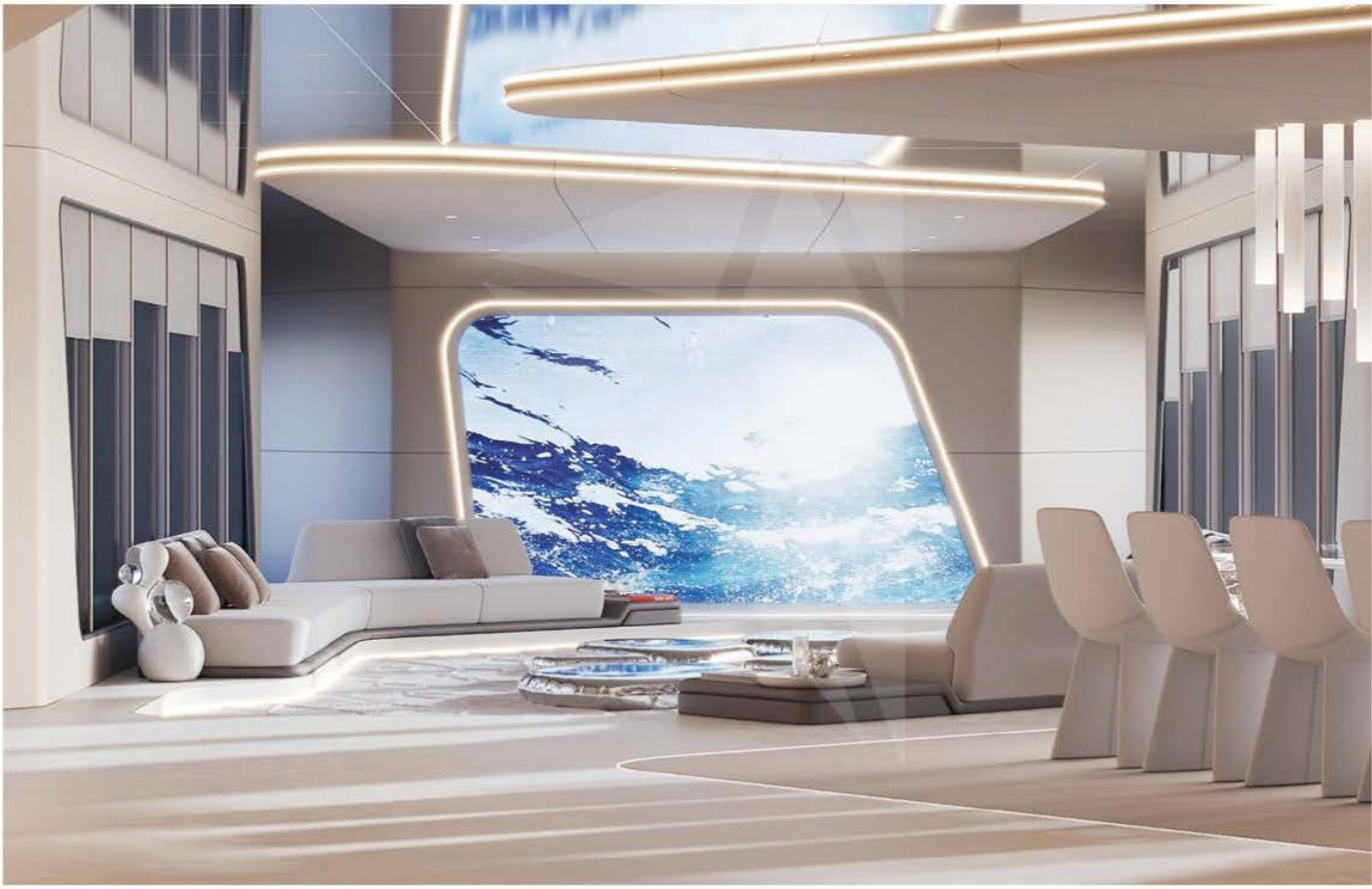

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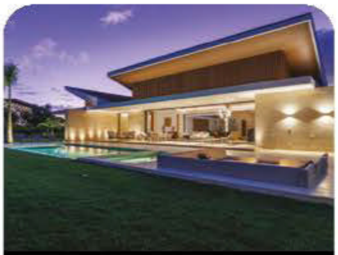

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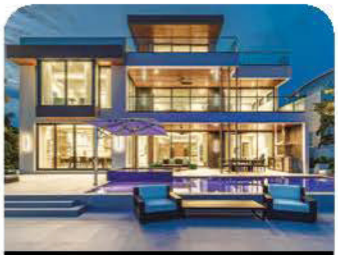

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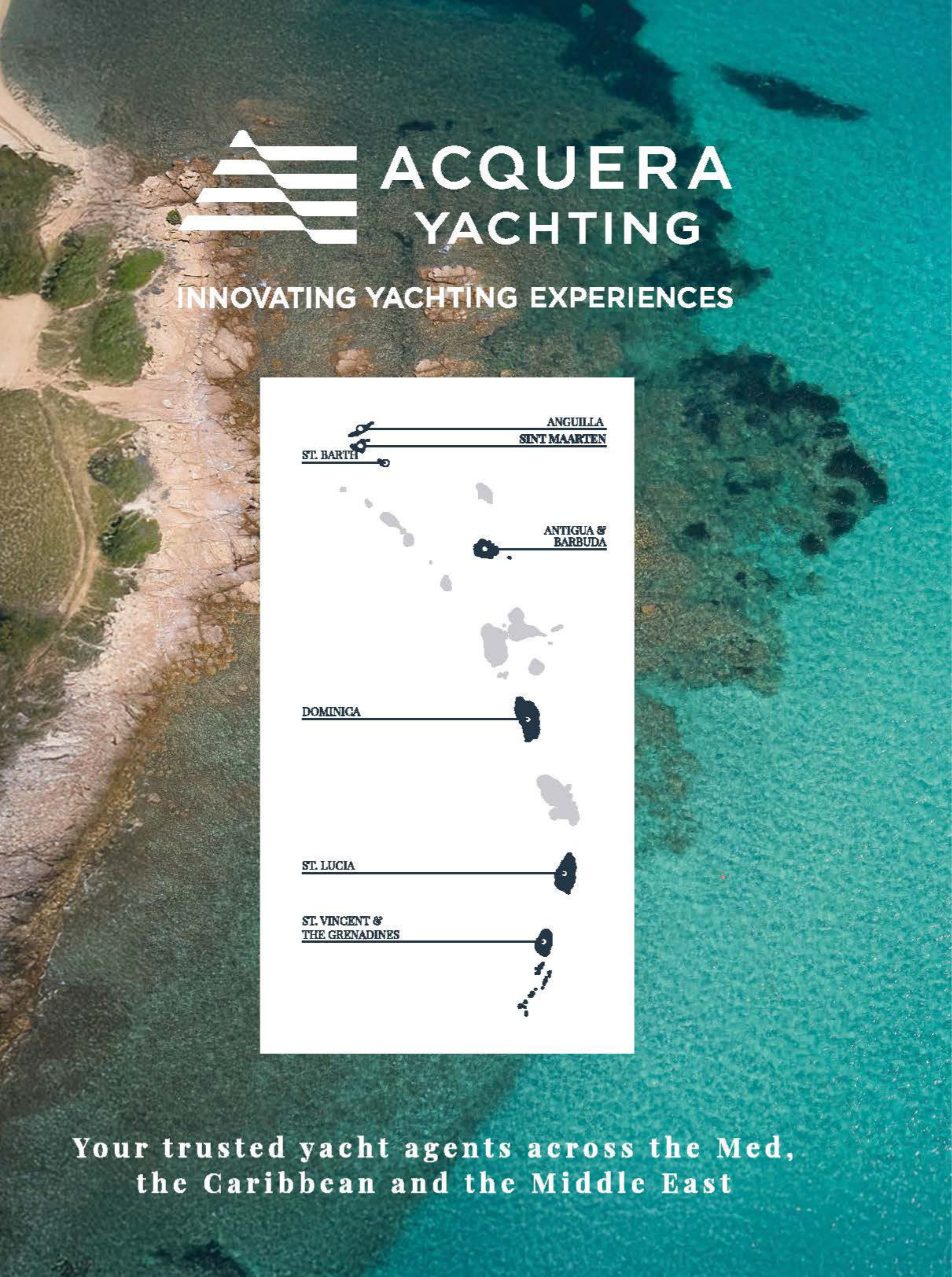
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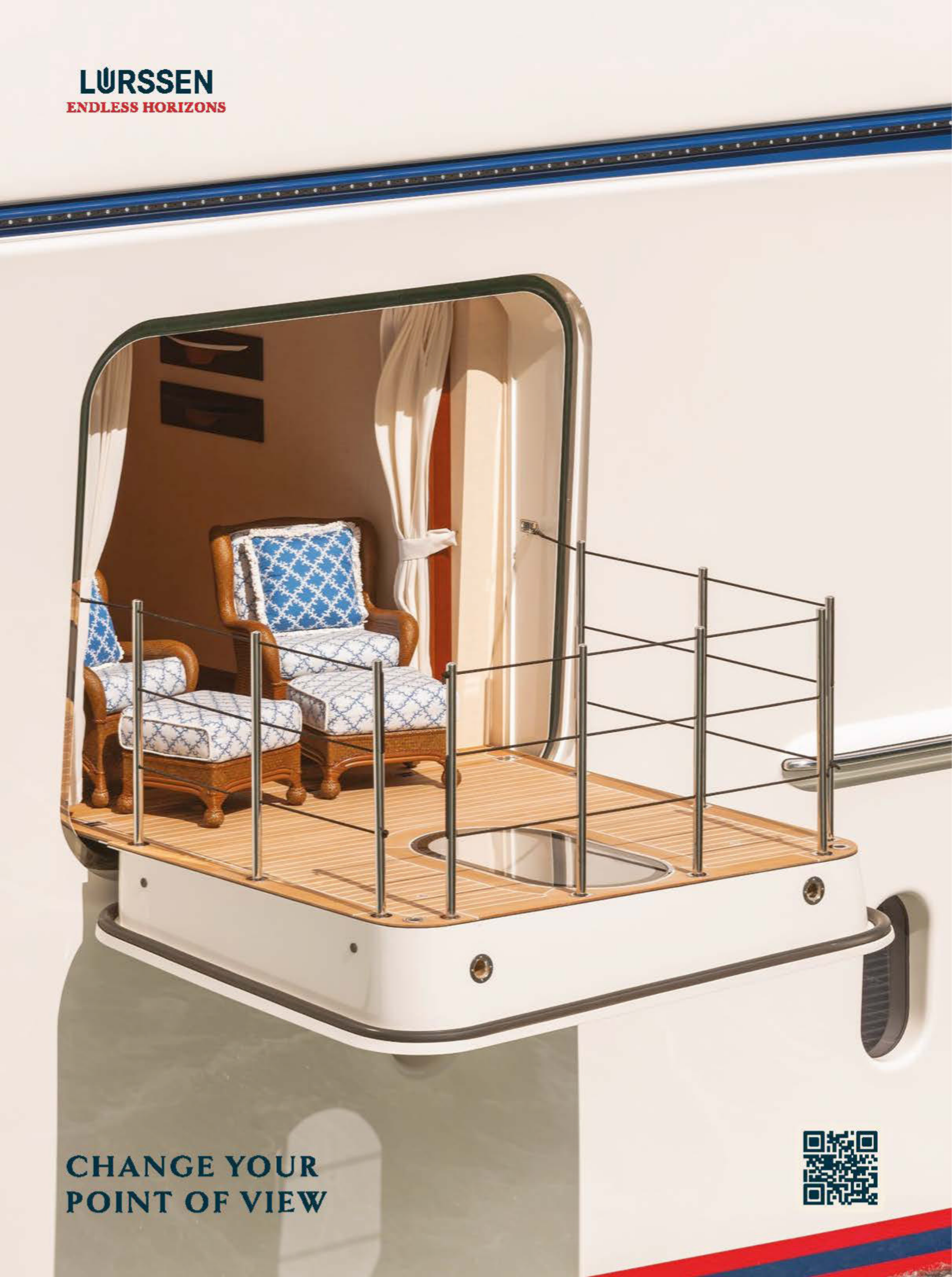
On the cover: Heesen Yachts' 180-foot Solemates*, photographed by David Churchill*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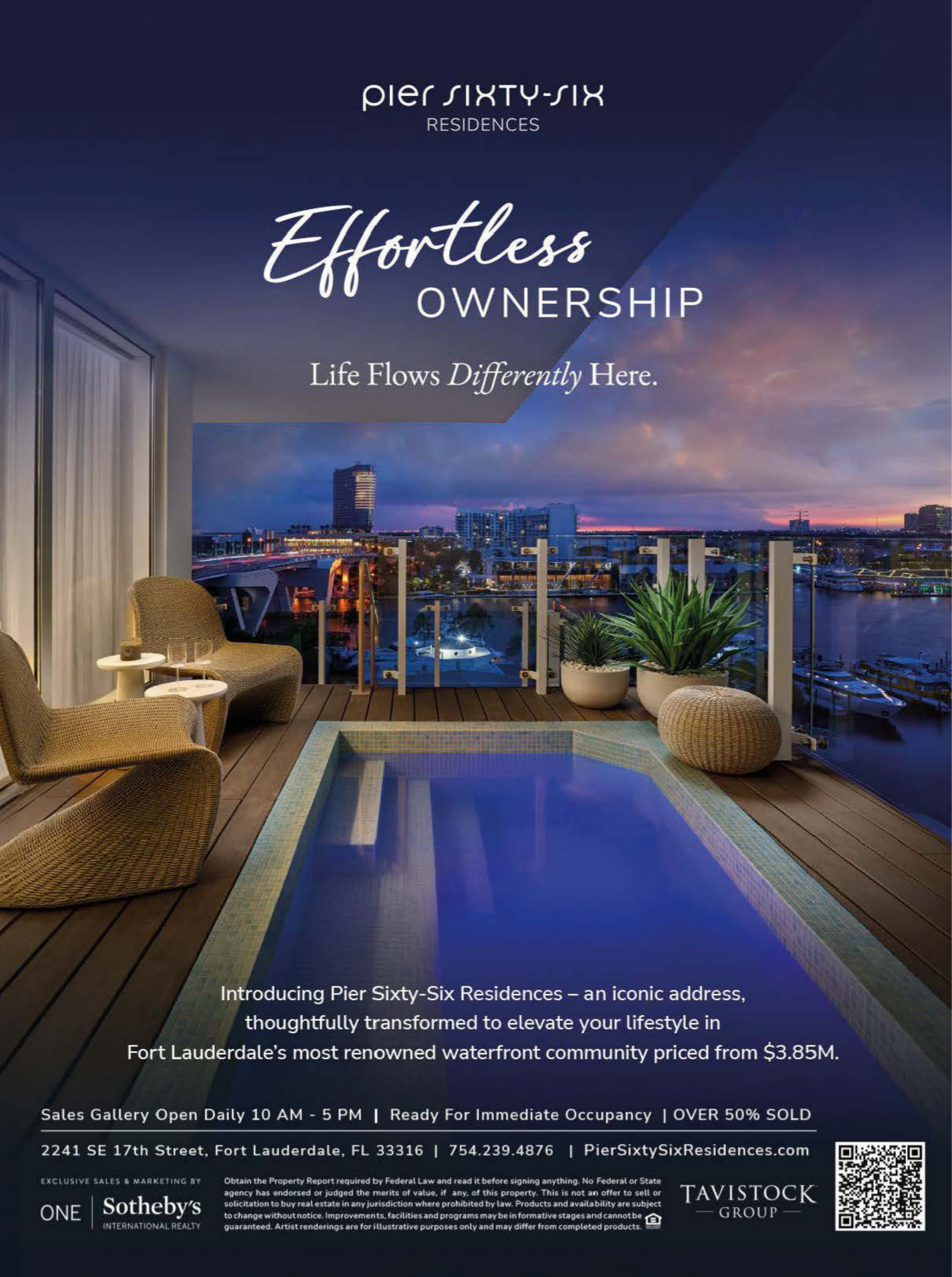
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I had a good friend who loved to sail. Before marriage, he would take his boat all along the Mediterranean. It was his pride and joy.

His new wife didn't share that passion. Bundled in protective clothing, she would count the minutes as she clung on when the boat heeled, desperate for solid ground. In time, he gave up the sailing yacht for a hybrid motorboat from a promising new brand. That brought more grief than joy, and eventually he abandoned boating altogether. Golf became their shared passion.

It's not an unusual story. Sailing is exhilarating, but it can also be uncomfortable, complicated and costly. No wonder sailing yachts are so few compared to motor yachts. Still, I wonder: what if you could combine the comfort of motoring with the poetry of sail?

At this year's Cannes Yachting Festival, I asked that question again. At the top of the scale was the 350-foot *Black Pearl*, whose captain raves about her sailing performance despite her immense size. Yes, she heels too. Yet step inside and the atmosphere is pure luxury – there's even an antique French piano.

On a very different scale, but equally striking, was the EXP 68 from MCP Yachts. She reached Cannes after a 6,000-nautical-mile journey from Brazil, helmed by the yard's director of engineering, Damien Chaves, and his wife Sophia. They shared amazing moments and sailed through a hurricane, but they perfectly made the case for their yard's sturdy aluminum steed (*page 46*).

In this issue you'll also discover *Magic* (*page 150*). She won't tip the balance between sail and motor, but for those who thrill at the sight of canvas in the wind, she's a welcome reminder that the romance of sailing will never fade.

Cécile Gauert

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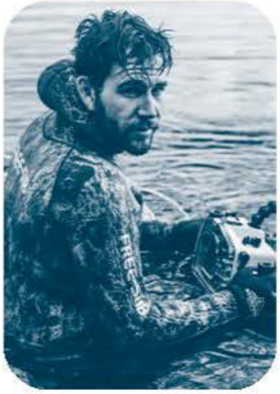

Louis Waite

Head of photography at Cookson Adventures, Louis has traveled the world in pursuit of extreme adventure. For this issue, he heads to the Galápagos in South America (*page 198*).

What did you enjoy most about the Galápagos shoot?
I completely fell in love with the wildlife, especially in the water. The way the sea lions dance and flirt with you in their environment, while staying in complete control, is something I'll never forget.

Where was the most unusual location you've done a shoot?
A location that always sticks in my mind is trekking across the Hajhir mountain range on Socotra island, Yemen, and camping with Bedouins on the saddle between two peaks.

What's been your most extreme adventure?
Shooting freediving in January at night in Iceland. The water was so cold that my equipment froze over immediately each time I lifted it out of the water.

What's on your bucket list?
There is a long list, but I can't wait to go skiing in Japan next January, and I'd love to explore the mountain ranges in Georgia.

Sarah Cruddas

Sarah is a space journalist, television host and author. She is a global thought leader in the commercial space sector and has a background in astrophysics. For this issue, she examines the rise of private space exploration (*page 142*).

How did you come to specialize in space journalism?
I studied astrophysics at university. But traveling to South America as a student opened my eyes to the inequality in the world. I later trained to become a journalist and went on to combine my love of space with telling stories about people.

Do you dream of going to space yourself?
As a kid I used to dream every day of what it would be like to launch aboard a rocket, to explore new worlds. As an adult, that dream has still not left me.

What is one thing most people would not know about you?
I'm a massive theme-park buff. I love going on crazy rides and roller coasters.

What do you do to unwind?
I love to travel. Until we can all go to space, traveling our own planet is the closest we can get to exploring new frontiers.

Michael Mayo

Michael spent more than three decades at the South Florida *Sun Sentinel* as an award-winning reporter and columnist, his final five years as restaurant critic. For this issue, he shares the best places to eat during the Fort Lauderdale boat show (*page 72*).

What's your favorite from the highlighted list?
I love splurging at Casa D'Angelo or Daniel's Steakhouse, but the food and vibe at Ukiah Japanese Smokehouse meshes with my preferred style of eating: creative, casual, free-flowing and high quality.

What is the most unusual thing you have ever eaten?
A plate of silkworms, sauteed in garlic and served over rice. It's a Vietnamese delicacy. Definitely edible. And packed with protein.

What restaurant is on your bucket list?
I've been to Northern California countless times, and I can't believe I still haven't eaten at Chez Panisse in Berkeley.

What are your memorable experiences as a journalist?
Chef José Andrés once feted me with oysters smothered in caviar; I was ringside for the boxing match when Mike Tyson bit off Evander Holyfield's ear; and I've witnessed the state executions of two serial killers.

David Churchill

David has been shooting superyachts for designers and yards for 20 years. He photographed our cover yacht, *Solemates* (*page 120*), this issue.

What were you striving for when shooting *Solemates*?
Capturing good overview shots that explain the spaces, but also detailed shots to emphasize the craftsmanship and materials, like smoked oak, high-gloss palisander, soft leathers and some amazing marbles.

Which was your most memorable yacht shoot?
A shoot of the 1966 Feadship *Northwind II*. Her restored interiors were by Maison Jansen, which designed JFK's White House. It was a very interesting step back in time!

What was your worst job?
When I had to sign a contract before a shoot to say I would deliver at least 10 daylight and 10 night shots of each area. Including crew corridors that had no daylight!

Where was the last place you went on vacation?
Northern France, visiting St Malo, Rouen, Saumur and the Morvan. I'm pleased to report that charging our electric car in France has become much easier than a couple of years ago when we nearly got stranded in Paris.

PHOTOGRAPHY: TOBY RONEY

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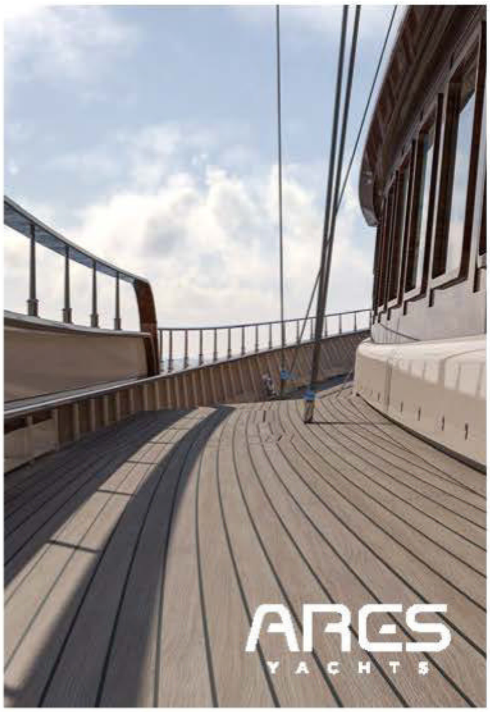
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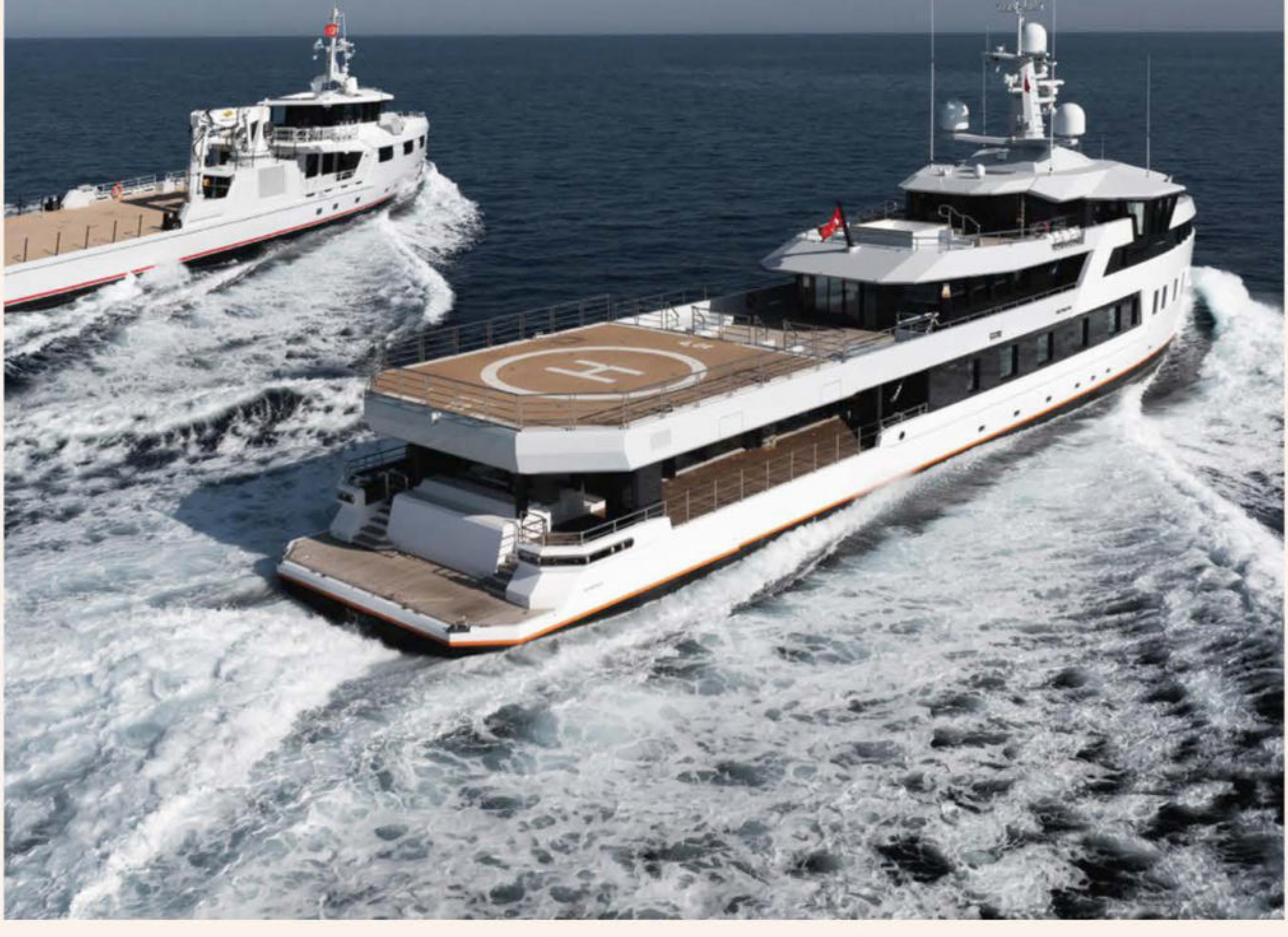
On Board

REVEALING THE LATEST NEWS, TRENDS AND TECH

A Damen double act

Dutch yard Damen Yachting delivers the first Xplorer 60, accompanied by a support vessel

Damen Yachting fulfilled a client's wildest dreams with the delivery of not one, but two 50-plus-meter vessels suited for exploration. One is the first Xplorer 60 – a 197-foot yachting-friendly version of an expedition ship with an interior by H2 Yacht Design and exterior by Azure and part of Damen Yachting's popular series – that apparently will travel with a support vessel. That support vessel will be a YS53 (as in 53-meter Yacht Support). The name of the Xplorer 60 is *After You*. "Both vessels will soon be available for charter during their planned global voyage," broker and manager TWW said in a social media post. *damenyachting.com*



PHOTOGRAPHY: DAMEN YACHTING

EDITED BY Cecile Gauert

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News

New concepts from Extra Yachts and Hargrave / Denison Yachting and OneWater Yacht Group merge / Princess Yachts builds bigger / Riva's Flexjet collaboration

Feadship goes nuclear

As part of its energy transition to carbon-neutral yachting, Dutch superyacht builder Feadship has joined NEMO (Nuclear Energy Maritime Organization), the international organization focused on developing regulations for floating nuclear power in shipping.

Fourth-generation reactors are nearing maturity with potential applications in offshore barges for synthetic fuel production and zero-emission propulsion for large vessels by the mid-2030s.

Feadship has studied the feasibility of nuclear propulsion for yachts and says the main obstacles are not technology but the regulatory framework (radiation safety limits, access to populated harbors, and operations in environmentally sensitive areas), crew training and cost.

By joining NEMO, Feadship intends to contribute to shaping rules that would enable nuclear technology to be deployed responsibly in the maritime world.

"Nuclear power may not be tomorrow's solution for superyachts, but it could be part of the long-term horizon," Giedo Loeff, Feadship's head of innovation and strategy, says. *feadship.nl*

Feadship's Relativity concept envisioned how Einstein would have used a yacht and was the first to explore nuclear power. Above: Giedo Loeff

PHOTOGRAPHY: FEADSHIP

>> Denison Yachting and OneWater Yacht Group have merged to form the "world's largest yacht firm" and will operate under the Denison Yachting brand. **<<**

SECOND SLICE OF PI

Now that the newest *Pi*, a 328-foot yacht formerly known as Project 824, has started cruising, its exterior designer has been publicly revealed. Not surprisingly, given the boat's resemblance with the previous project to bear the name, that designer is Jarkko Jämsén. A similar inspiration pervades the long lines, plumb bow and shapely hull sides. The secretive interior is by Liaigre. A diesel-electric propulsion system, including ABB pod drives, aims for efficient, low-noise, low-vibration cruising. *feadship.nl*

EVENT NEWS

The Superyacht Design Festival brings industry leaders and guests from the luxury community together for a thought-provoking and entertaining event that celebrates the world of design. Tickets are available for next year's edition, returning to Kitzbühel on February 1 to 3, 2026. *boatinternational.com/luxury-yacht-events*

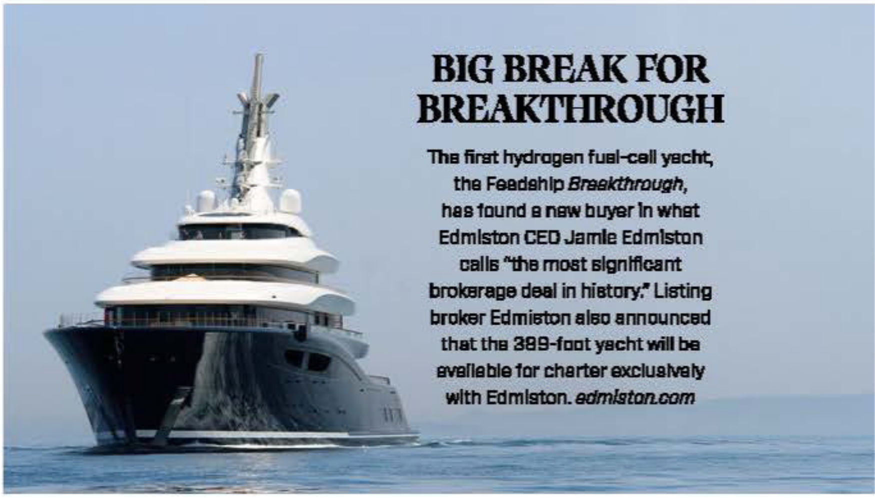
>>

Sailing to the show

Brazilian shipyard MCP Yachts debuted its Global Exp 68 in Cannes after sailing "from Guarujá, 6000 nautical miles non-stop upwind," according to Sophia and Damien Chaves, who took the boat themselves. "We even sailed through Hurricane Erin while it was forming," she says. Damien, who is the shipyard's director of engineering, and Sophia arrived just a week before the boat show started. The yard has already built four of this explorer-style sailing yacht (two are in the Med and two in Brazil currently.) The sailing yacht built in aluminum features an engine room with full standing room, a fully enclosed raised salon and swing keel, among other features. *mcpyacht.com.br*

SUNSEEKER GOES LARGE

British builder Sunseeker returns to large yachts with the new Sunseeker 134 and a new 40-meter (131-foot) yacht in the works. The latter features an exterior by Francesco Paszkowski Design. The designer choice represents a strategic decision "to redefine the positioning of Sunseeker products." The builder revealed few details for now. *sunseeker.com*



BIG BREAK FOR BREAKTHROUGH

The first hydrogen fuel-cell yacht, the Feadship *Breakthrough*, has found a new buyer in what Edmiston CEO Jamie Edmiston calls "the most significant brokerage deal in history." Listing broker Edmiston also announced that the 389-foot yacht will be available for charter exclusively with Edmiston. *edmiston.com*

>> Wards Marine Electric, which started in Fort Lauderdale, Florida, in 1950 and carved a significant part of the yacht electrical business, is celebrating 75 years with the third generation of the family at the helm. <<

SPOTLIGHT: NEW TO THE MARKET *Listings by Holly Margerrison*

SEXY ME

€8,800,000

SuperYachtsMonaco

The Otam 90 GTS flagship is the first unit in the series, with metallic silver and bronze paintwork and speeds up to 42 knots.

I DYNASTY

€240,000,000

Merle Wood & Associates and SuperYachtsMonaco

At 331 feet and 4,437GT, the Kusch-built flagship is PYC-certified, with a 36-guest capacity.

AXIOMA

€85,500,000

Northrop & Johnson

The 236-foot Dunya flagship is known for her blue hull and beachy Alberto Pinto interior with a double-height salon.

BOARDWALK

€185,000,000

Y.CO

The 251-foot Feadship by De Voogt features an interior by Amy Helffman, a beach and fitness club, a pool and certified helipad.

ALAIA

€10,900,000

Fraser

The 137-foot Feadship, rebuilt between 2013 and 2020 at a cost of over $13 million, blends De Voogt lines with modern luxury.

PHOTOGRAPHY: GIOVANNI ROMERO/THE YACHT PHOTO

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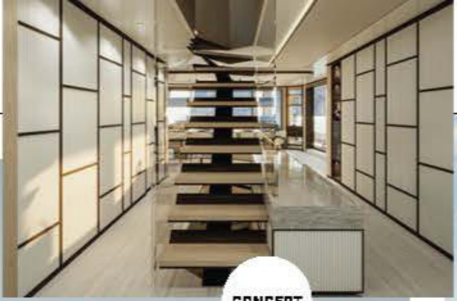
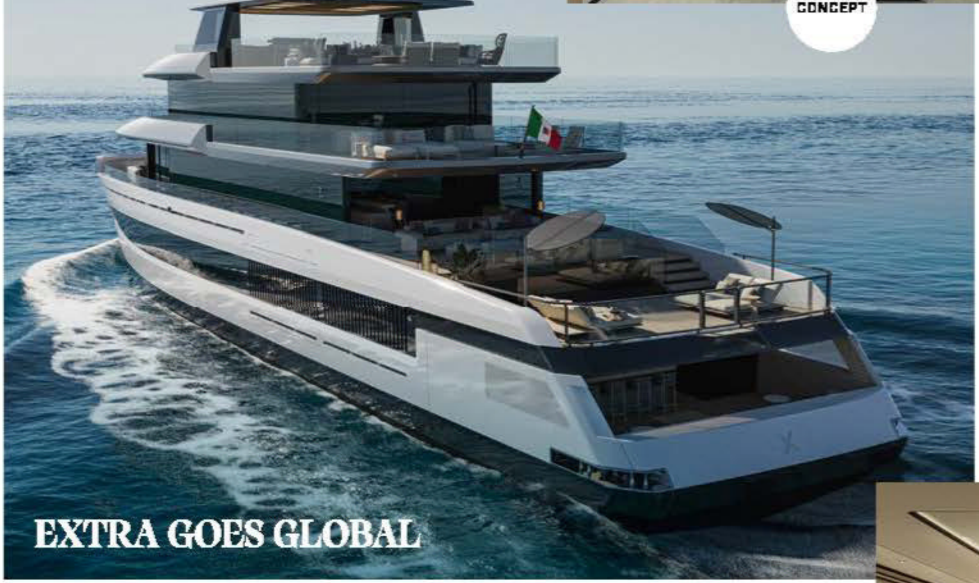




EXTRA GOES GLOBAL

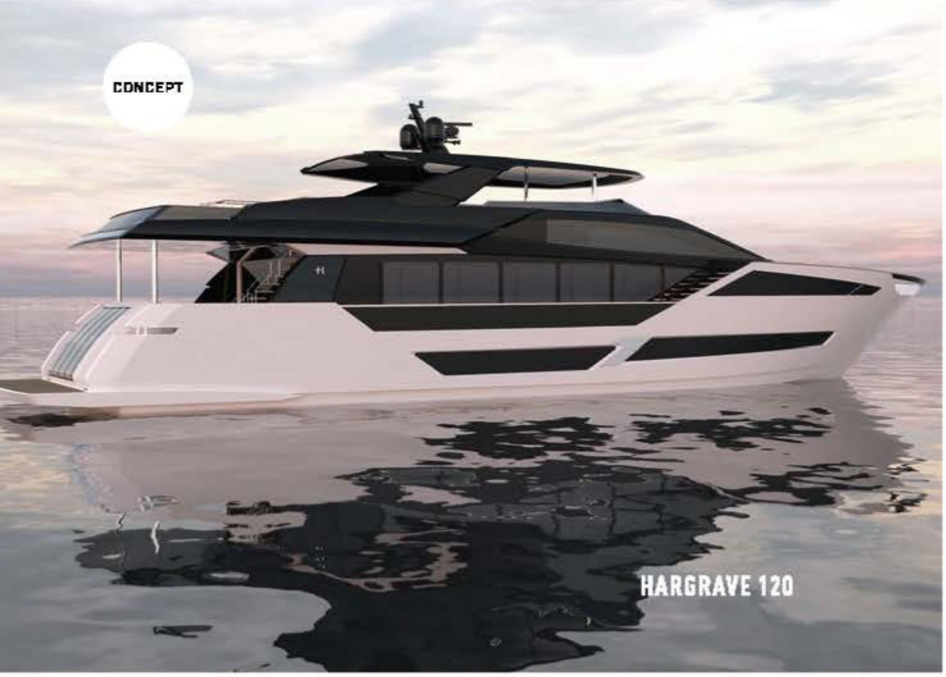
THE THREE MAIN DESIGN GOALS WERE EFFICIENCY, STABILITY AND USE OF SPACE. BUT THEY DID NOT FORGET GOOD LOOKS

Something extra is on the boards at Extra Yachts, a brand of the Palumbo Group — the X145 Global with exterior design by Agon Studio. With a range of 4,000 nautical miles and a dual-mode hull, the 145 Global balances long-distance capability with onboard comfort.

It has five decks in all, with guest cabins on the main deck to take advantage of the full beam, and the owner's suite on the bridge deck with its own terrace.

The interior by Hot Lab combines natural light and subtle details with an Oriental inspiration. A lounge with a 360-degree view and a beach club with fold-down platforms open the yacht to the environment.

The yacht carries a tender, jet ski and water toys inside the garage. The three main design goals were efficiency, stability and practical use of space. But they did not forget good looks. *extrayachts.com*



SEMI-RAISING THE BAR

Hargrave Custom Yachts and Facheris Design are collaborating on a new 120-foot yacht with a "semi-raised" pilothouse in carbon-reinforced E-glass epoxy composite. The semi-raised style offers a good vantage point, plus it has an elegant profile and a connection to the main deck, Patrizio Facheris says.

"[It] aligns with Hargrave's tradition of creating semi-custom yachts designed around each client's specific lifestyle. We are blending American comfort with distinct European (Italian) design lines, all while maintaining a focus on practicality and elegance," Facheris says.

The layout will accommodate 12 guests and seven crew. The expected top speed is 21.5 knots with a cruising range of 945 nautical miles. *hargravecustomyachts.com*

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Princess Yachts' new C-48 includes a top speed of 48 knots

PRINCESS REGAINS ITS CROWN

Back in the green after a few difficult months and amid a slew of new initiatives, Princess Yachts unveiled the new C-Range. It's a series of boats based on the center console model and fitted with outboards that seem to aim at the growing market in the US particularly, but also beyond. In Europe, outboards are gaining some momentum as well. The first in the series is the C-48 with flexible cockpit arrangements, available in 2027. *princessyachts.com*

MORE OF THE MAGELLANO

Azimut introduced a new chapter in its Magellano series at a well-attended beachside event along the Croisette in Cannes this fall. The 89-foot yacht reflects both continuity and change for the brand. Designers — Jarkko Jämsén and Avian Design Studio for the exterior and Michele Lucci and AMDL Circle for the interior — worked with Azimut's product development team to renew the established brand of these long cruisers. The Magellano 27M is set to debut in Cannes in 2026.
azimutyachts.com

RIVA TAKES TO THE SKIES

Fractional jet company Flexjet recently presented its Riva Volare project. Through a new partnership with the Ferretti Group, this project includes a first Gulfstream G650 and a first helicopter to feature custom interiors by Riva. *riva-yacht.com*

€1.5 billion

is the forecast revenue for Azimut|Benetti in 2024/2025. Follow BOATPro for more business news, *boatint.com/boatpro*

SPOTLIGHT: SERIOUSLY FOR SALE

HERE COMES THE SUN
€185,000,000,
with VAT paid
Burgess and Y.CO
Reduced by:
€20,000,000
The 282-foot Amels flagship underwent a 2021 rebuild with a 20-foot stern extension.

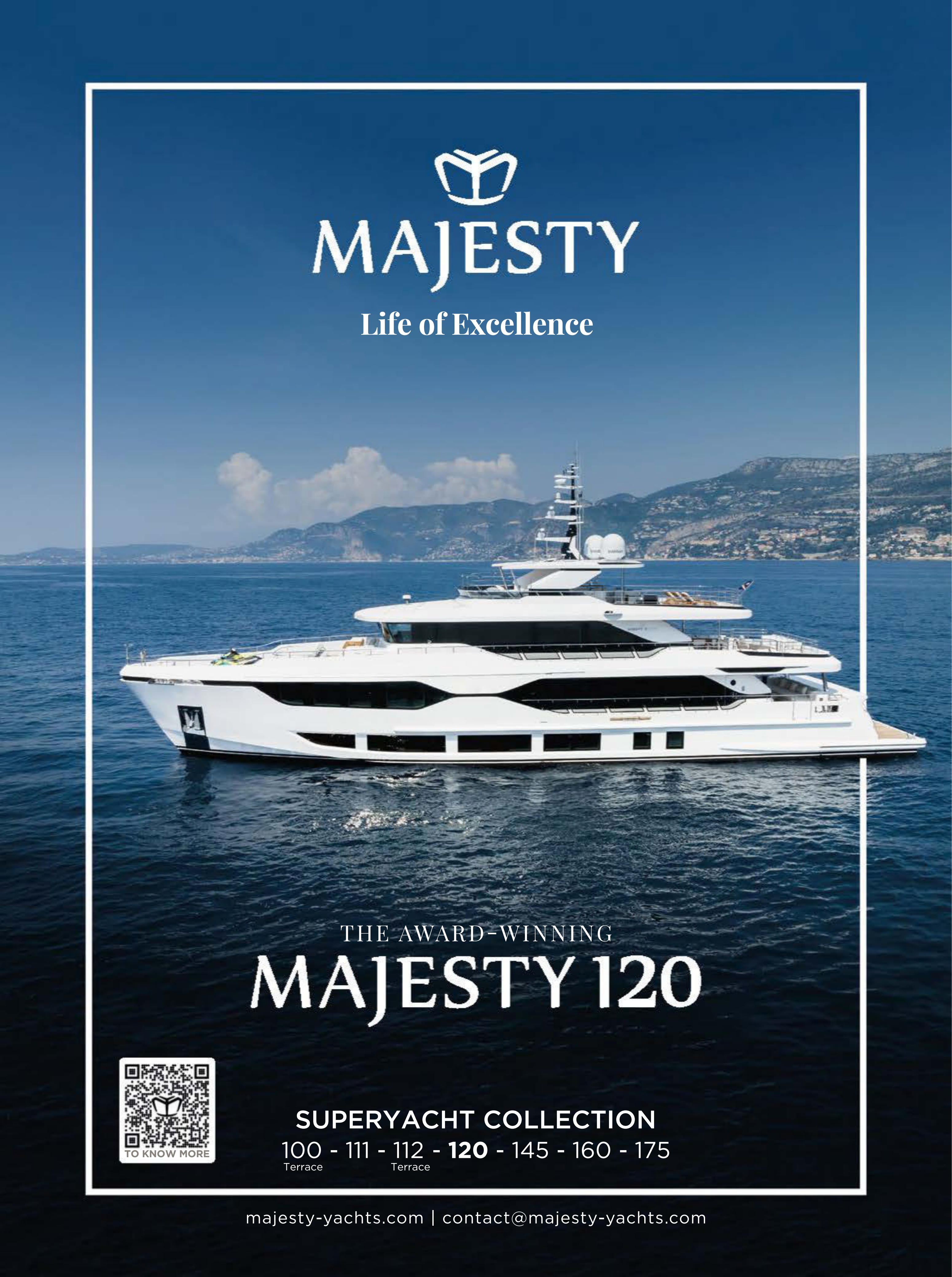
BRAVADO
€14,800,000,
with VAT paid
Fraser and RYacht Management
Reduced by: €1,600,000
The 2004 147-foot Abeking & Rasmussen features a 2024 refit and a Raymond Langton interior.

ACALI
€10,500,000
Northrop & Johnson
Reduced by: €1,400,000
The 92ft WiderCat power catamaran, launched in 2024, features four cabins, a foredeck owner's suite and asymmetric interior.

ROYALE X
€10,800,000
Burgess
Reduced by: €2,000,000
This 164ft Mangusta from Overmarine's Mangusta 165 line, features a triple MTU water-jet set-up delivering 38 knots and a full-beam master.

KIJO
€8,800,000
G-Yachts and Expersea Yacht Management
Reduced by: €1,000,000
The 145ft Heesen, designed by Terence Disdale, has five cabins, a full-beam master with office and Jacuzzi.

PHOTOGRAPHY: MAURIZIO PARADISI; PRINCESS YACHTS



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The branded boom

Real-estate developer and yacht aficionado Miki Naftali tells *Terry Ward* about his big plans for Fort Lauderdale living

A seasoned yacht owner, Miki Naftali (*pictured*) helms The Naftali Group, which has left its impression on New York City (from Madison Avenue to the Plaza Hotel) and more recently Miami, with its design-forward luxury condominium projects. Naftali and his team are now turning their gaze to the US yachting capital of Fort Lauderdale with the Viceroy Residences Fort Lauderdale. It's the five-star hospitality brand's first foray into "lifestyle living" in the city known for its beach and casual way of life.

Planned for completion in 2028, the 45-story urban towers by Arquitectonica (and interiors by the Rockwell Group) will contain 370 luxury residences, from studios starting at $520,000 to penthouses offering residents access to an elite onsite spa and health club, a pool lounge and kids' room. There will also be stroll-out access to shopping, dining and recreation within downtown's Flagler Village neighborhood.

"It's really the full package for anyone who enjoys being near the ocean or has a boat next door," Naftali says.

While it will be situated in the most urban part of town, the tower will be a stone's throw from major yachting centers and marinas, including the newly refurbished Suntex Marina on Las Olas.

Why Fort Lauderdale, versus, say, Miami?
Miki Naftali: I spent endless time in Fort Lauderdale when I owned a yacht (he recently sold his award-winning, custom-built Baglietto). It's very special. Almost all yacht owners who have spent time on this side of the world will find themselves in Fort Lauderdale at some point, one way or

PHOTOGRAPHY: COURTESY OF NAFTALI GROUP

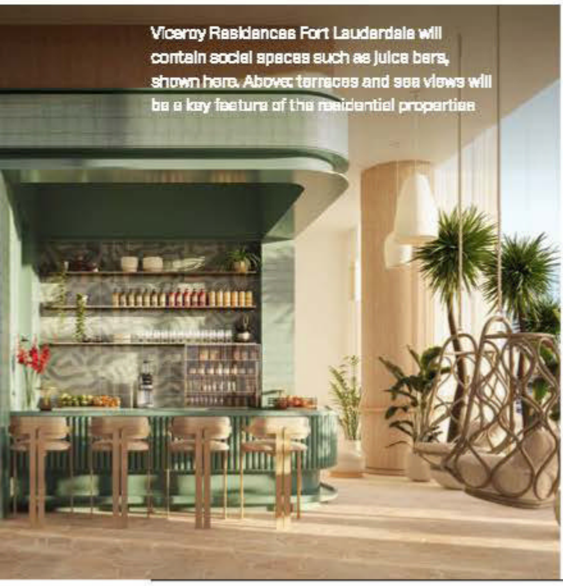
another. The city is going through major changes toward more luxury, better restaurants. And yacht owners very much gravitate toward Fort Lauderdale, for the lifestyle that comes along with yachting – both on land and at sea.

There isn't real competition with Miami. Fort Lauderdale, for sure, is a bit more yachting skewed and, of course, slightly more laid-back than Miami. It's a different demographic.

Why now?

There's been a strong demand for branded residences in South Florida for many years. When we look at yachting and think of the world's top yachting destinations, they're all very seasonal. Summer skews toward the South of France and Amalfi Coast. In the winter, the most expensive yachts in the world are anchored in front of St Barths. When we look at real estate in these yachting destinations, it is very expensive – except in one location, and that's Fort Lauderdale. South Florida in general is a high-demand area; that's why there's so much opportunity here.

Everyone who's involved in yachting understands quality, and the demand on land is for quality too. We saw there's a lot of growth here and decided this is the best place to develop a high-end residential, top-quality product. There are real upsides for buyers right now, too, because the market is only going to go up in the next five to ten years.



Viceroy Residences Fort Lauderdale will contain social spaces such as juice bars, shown here. Above: terraces and sea views will be a key feature of the residential properties

> **"Yacht owners gravitate toward Fort Lauderdale for the lifestyle that comes along with yachting, on land and at sea"**

Tell us about the neighborhood, Flagler Village?

Just north of Las Olas Boulevard, downtown, Flagler Village is unique because it's a walkable area. Those of us who live in South Florida spend way too much time in the car. You can really enjoy the South Florida lifestyle in this part of Fort Lauderdale and be close to the great marinas and the yachting vibe. People want to be able to do more by just walking, and that's a big lure in this neighborhood.

Why do you think branded residences have become a trend?

Today, we spend much more time than our parents and grandparents did focusing on lifestyle. The best way to get lifestyle services where you live is with a hospitality brand. When you live in a regular building you can't get the same services you get from a five-star brand's amenities and services. These brands understand the level of service and quality clients demand because if not they won't survive in the five-star environment. And there's a strong demand for this style of living.

Yacht owners and those interested in the yachting lifestyle in particular understand more than any other group of people how much service matters. With brands like the Viceroy and St. Regis coming to Fort Lauderdale, I expect we will see more five-star lifestyle projects being built – and successfully sold, too – because there's a strong demand in this segment.

The answers for this interview have been edited for brevity

ALSO IN DEVELOPMENT AT FORT LAUDERDALE:

Riva Residenze

- The first Riva-branded residence project
- Six ultra-exclusive residences across Fort Lauderdale beach
- Designed by Arquitectonica, with interiors by Riva and designer Giuseppina Arena
- Will offer a yacht-inspired living experience on land, complete with private marina access and maritime aesthetics

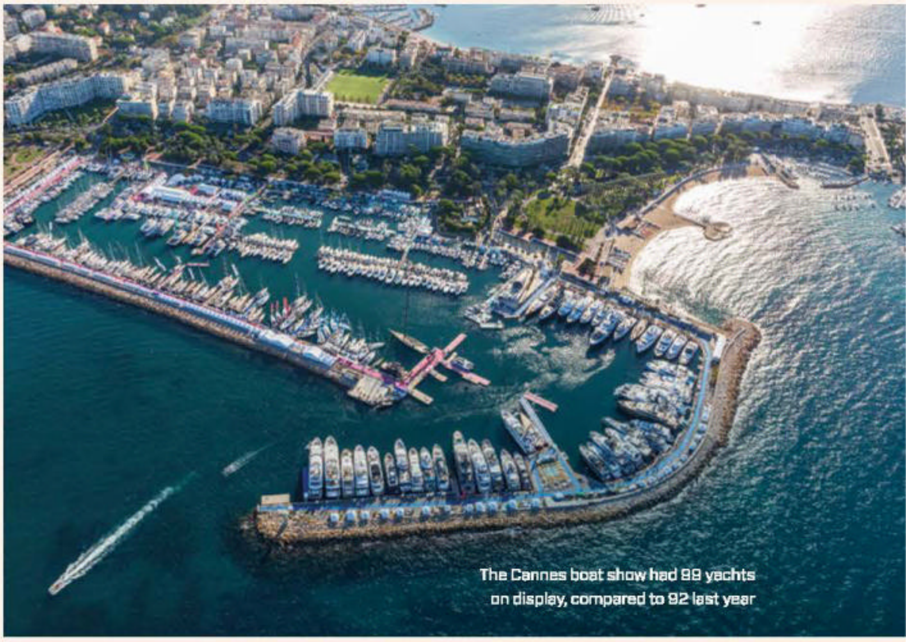
St Regis Resort & Residences, Bahia Mar

- A $2 billion waterfront development across 40 acres at Bahia Mar marina.
- Designed by Arquitectonica, with interior by Tara Bernerd & Partners.
- Includes two 270-foot residential towers (80 units each), and a 300-foot St. Regis Resort tower (79 condo-hotel units plus 197 hotel rooms)
- Will offer beachside luxury embodied in light-filled interiors and wraparound terraces with sweeping water views

For more on the Fort Lauderdale real-estate boom, turn to page 86

The state of 2025

After the busy European boat show season, *Gabrielle Lazaridis* asks the industry to clarify how tariffs, conflicts and feelings of economic uncertainty are affecting it


The Cannes boat show had 89 yachts on display, compared to 92 last year

Everyone feared the worst after the announcement of President Trump's infamous "Liberation Day" tariffs in April. But now the dust has settled after the September boat shows and the yachting industry is undeniably seeing light at the end of the tunnel.

"It's been challenging because of the tariffs," Ferretti Group CEO Alberto Galassi admits. "The month of April was not easy, [but] the month of May was very good. June, July, August, September – incredible." Pointing to an influx of inquiries over the summer, Galassi reports the Italian yard's order book has grown to nearly €1.5 billion ($1.77 billion) as of the first six months of 2025. "I think everybody realizes that the world is not falling apart," he says. "No matter what the media says, there is wealth in the planet and everybody is realizing that the most incredible way to enjoy privacy and freedom is through the yachting industry."

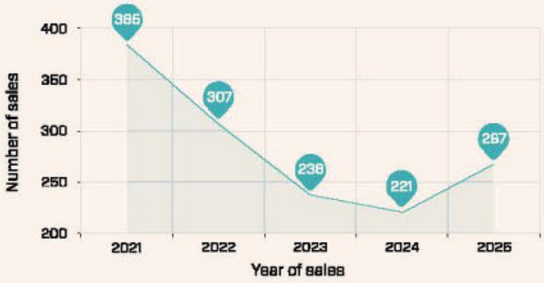
On the brokerage side, BOATPro indicates there were 267 yacht sales during the first six months of 2025, up from 221 in 2024 and 238 in 2023. In fact, this year showed the first single-year increase in the number of sales since the brokerage market's most recent peak in 2021, suggesting the sector is entering into a new era of growth.

In terms of value, collective sales reached an impressive $4.24 billion as of June 30, 2025, up from $2.36 billion at the same point in 2024. Of this, $2.31 billion was generated during the first quarter of 2025, with a further $1.93 billion during the second quarter.

The results from this year's Cannes Yachting Festival and Monaco Yacht Show, in particular, have also helped put to bed any rumors of a significant downturn in the US, which head of Denison Yachting, Bob Denison, says represents anywhere between 50 and 65 percent of the market. "I think interest rates are the bigger issue, and even those have come down quite a bit over the last few months, so that makes me very optimistic about the future," he says.

Denison is so bullish, in fact, that he recently led the charge on a merger between Denison Yachting and OneWater Yacht Group, creating what is now the "largest yacht firm in the world." The deal offers clients more boats to choose from, an expanded range of services and greater reach, all of which signal enduring confidence in the industry's prospects. "I have a lot of wind at my back," he says. "Interest rates are going down, consumer confidence in the US is increasingly high and even if the tariff situation is difficult right now, I think once we figure it out as leaders, we'll see incredible activity on the market."

Total brokerage yacht sales H1 2021–2025 (79ft+)



BROKERAGE MARKET INSIGHTS

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TALKING LOUD

Ultra-light, devilishly handsome and oh-so speedy, SAY Carbon Yachts' newest flagship is a fine piece of carbon-fiber engineering, says *Gabrielle Lazaridis*

I did not anticipate needing to (lightly) elbow my way to the front of the SAY 52 unveiling, but there's more interest in the new flagship than I originally thought. The quay is positively heaving with people vying for an unobstructed view. The casual observer may have wondered which Hollywood A-lister had crashed this year's Palma International Boat Show – though I would wager what waits is more exciting.

The brief address from Martin Pedersen, now the owner of German boat builder SAY Carbon Yachts, that precedes the unveiling leads me to believe the new model may be more handsome too. "You will look at it and say, 'Wow, this is sensual!' This sleek styling is a very important box to tick – it's where you begin to fall in love with the product," he says.

As the cover whips back, a collective "oooh" rises from the crowd. The boat's razor-sharp gunwales are enough to draw focus, but with a stylish new hardtop – where previous models were left open – and geometric panels, the SAY 52 looks so futuristic that it might have sped directly out of the *Tron* franchise.

There is so much interest that I can score only a 15-minute trial for the following day. But the boat's filled dance card is the best scenario for SAY Carbon Yachts, which bounced back from insolvency just over a year ago.

According to chief technology officer Karl Wagner, in its previous iteration, the German RIB and dayboat builder yard struggled to sell enough product to compensate for its heavy investments. "We always had our costs under control, but we needed to strengthen our marketing and sales strategy," Wagner says. "We were able to focus more on this side of the business with [Pedersen's] investment, so bringing on new dealers across various markets, attending shows and making more noise."

The company's reorganization also means Wagner was able to return to his engineering roots, particularly his mastery of carbon fiber. Hailing from the automotive industry, Wagner was among the first suppliers of composite road car components for brands like Lamborghini, Porsche, Ferrari and McLaren.

He joined SAY Carbon Yachts in 2014 with a vision to deliver "a supercar on water," made almost entirely of carbon fiber. "If you look at the automotive or aviation industries, the aim is always to keep the weight down," for better performance and efficiency. "For me

Topping out at more than 40 knots, the SAY 52 accelerates like a car and cruises at 20 knots efficiently, thanks to its lightweight construction

The foredeck, with Plexiglas skylight, mimics the hardtop's futuristic look

IN 2014, CTO KARL WAGNER JOINED SAY CARBON YACHTS WITH A VISION TO DELIVER "A SUPERCAR ON WATER," MADE ALMOST ENTIRELY OF CARBON FIBER

personally, there's no reason to make a boat heavier than is necessary, and we try to make as many parts as we can in the autoclave [a high-pressure vessel used to enhance the mechanical properties of carbon fiber components]. However, the process is very technical so it's still rare to see boats produced using this method."

Eager to experience the SAY 52 for myself, I scurry past the bathing platform's inviting sunbeds and settle into the main seating area under the hardtop. "We learned a lot from client feedback on the 42," Wagner says. "We've been very focused on perfecting the technical performance, so for the 52, we wanted to put more effort into the lifestyle aspect." It's part of the reason the brand decided to go bigger in the first place, to allow for additional features such as a compact galley that help SAY Carbon Yachts cross over from dayboats to fully-fledged weekenders.

"IT'S STILL RARE TO SEE BOATS PRODUCED USING THIS METHOD"

>>

THE SAY 52 WEIGHS ROUGHLY HALF AS MUCH AS SOME OF ITS COMPETITORS AND CLAIMS TO USE UP TO 50 PERCENT LESS FUEL

The 52ft model helps SAY Carbon Yachts move from dayboat to weekender with a cozy interior that can be customized

We eventually clear the no-wake zone, and all 12 of us on board are itching to let her rip. Without further delay, Wagner opens up the throttle for an initial burn along the coast and it's here that I realize: if the SAY 52's appearance is where you begin to fall in love, experiencing her at sea seals the deal. In a matter of seconds, we're hurtling along the Bay of Palma at 30, 35, then touching on 40 knots with barely any slamming, courtesy of Swedish engineering company Petestep.

"There's a series of deflectors along the hull that help redirect the spray to the stern, forming a cushion of water and air that the boat sits on," Carlos Vassallo, SAY Carbon Yachts' head of global sales, explains. "You also feel less lateral G-force, so the boat can execute turns at high speed or low speed." With the help of Seakeeper 3 gyrostabilizers, the boat glides over the surface of the water, allowing guests to rest comfortably in their seats.

At under 8.5 tons (16,535 pounds to be exact), the SAY 52 weighs roughly half as much as some of its competitors and claims to use up to 50 percent less fuel. The official number at 20 knots is less than 12 gallons per hour. Well managed, a tank of fuel will be enough to cover 300 nautical miles. "This is really, really low [fuel consumption]," Wagner emphasizes. "The boat is doing 42 knots with only two 440-horsepower Volvo diesel engines, so it's not a lot of power. Still, it accelerates more like a car than like a boat."

Alternatively, the SAY 52 comes in a gasoline variant outfitted with a pair of 430-horsepower Volvo Penta V8 engines.

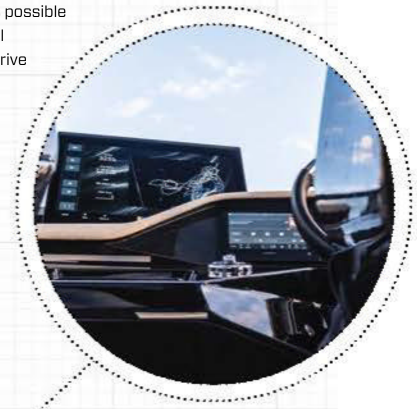
The foredeck with Plexiglas (lighter than traditional glass) sports the same geometric design and embedded LEDs as the hardtop. It also allows ample light into the spacious cabin below, which houses a bed, wine cooler, small dinette and a bathroom with a shower.

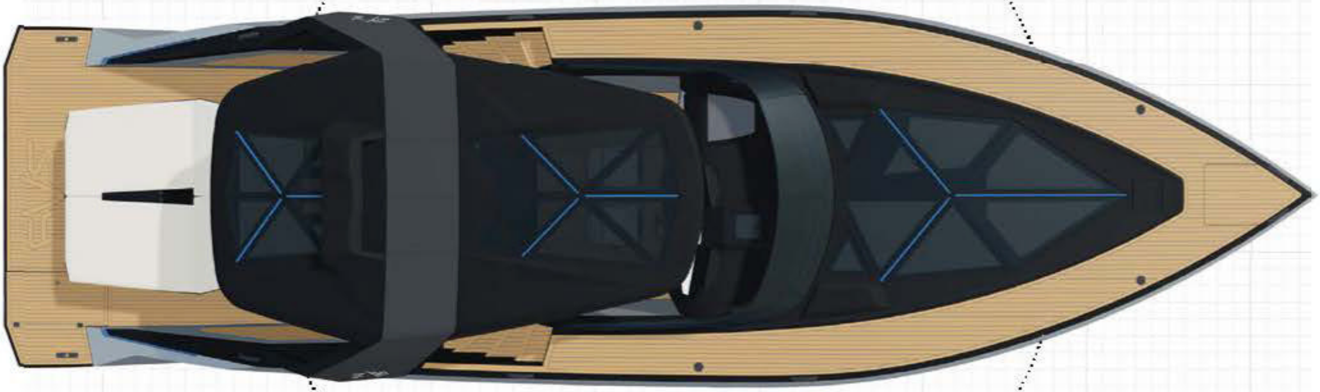
As we head back, Vassallo shares plans for a revamped 42 model and a new 32 to replace the previous 29. It's an entirely fresh line-up and a triumphant return for SAY Carbon Yachts. The size of the crowd is surely testament to that. ◘

WAVES OF POSSIBILITIES.
abeking.com
ABEKING & RASMUSSEN

ARTISTRY UP TOP
The distinctive hardtop is a mix of faceted glass, carbon fiber and ambient LED lighting

SOUND OF SILENCE
Silent running is possible with the optional hybrid electric drive





TOUCH WOOD
One of the model's customizable features is the teak decking, with options including weathered or bleached

SPECS

MODEL SAY 52
LOA 52' 3"
BEAM 14' 5"
DRAFT 3' 2"
WEIGHT 8.3 tons
FUEL CAPACITY 317 gallons
PASSENGERS 12
CONSTRUCTION Carbon-fiber epoxy sandwich
PROPULSION OPTIONS 2 x 430hp Volvo Penta V8; 2 x 440hp Volvo Penta D6; optional electric jet hybrid system
PRICE €2,050,000
saycarbonyachts.com

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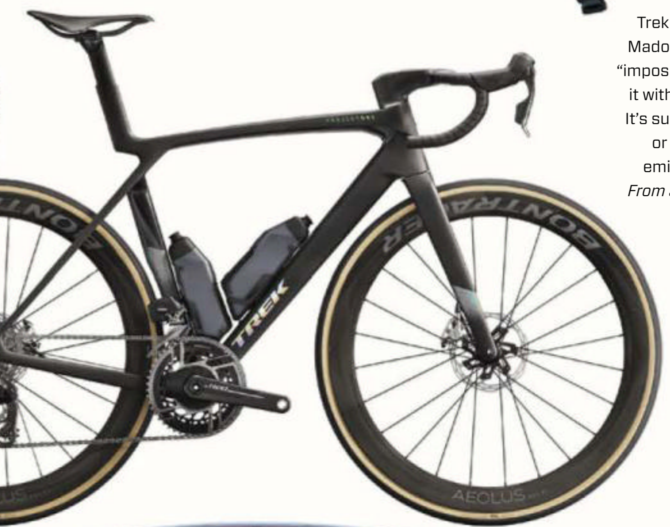
The human story of road racing, from glorious victories to dramatic crashes, told through the vivid photography of pro-cycling photographer Kristof Ramon. The Art of Suffering, *$58, kramon.be*

The Z1 KinetiCore helmet offers rotational impact protection, excellent ventilation (although an optional Lazer Aeroshell can be added for an aerodynamic edge) and feather-lightness at just 220g. *$299, lazersport.com*

The new Apple Watch Ultra 3 actively monitors cycling speed and efficiency — riders can mount it on their handlebars and check progress in real time. *From $799, apple.com*

10:09
500 ft
Kayenta Trail

Trek describes the carbon Madone SLR 9 AXS Gen 8 as “impossibly light” and designed it with input from pro racers. It’s suitable for racing sprints or climbing hills and is eminently customizable. *From $13,500, trekbikes.com*



Unique Pro Road Shoes feature a carbon-fiber sole, extra width across the metatarsal for comfort and a cupped heel for stability. *$600, q36-5.com*

Oakley’s titanium Sutro TI Sweep shades have a sweep lens design, plus a no-slip grip via earsocks and an adjustable nosepad. *$371, oakley.com*

> “IT NEVER GETS EASIER; YOU JUST GO FASTER”
>
> GREG LEMOND, TOUR DE FRANCE WINNER

PHOTOGRAPHY: KRISTOF RAMON

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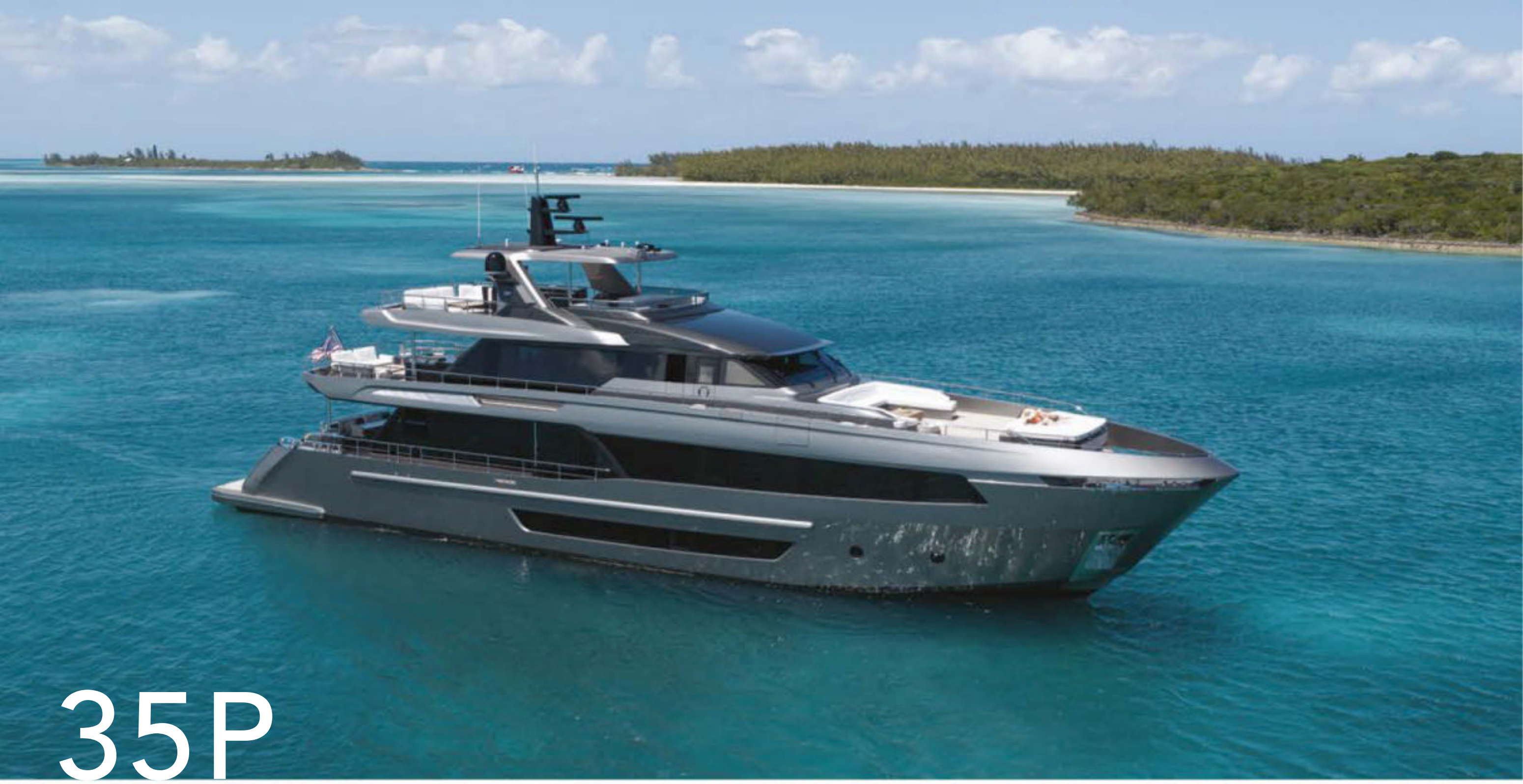
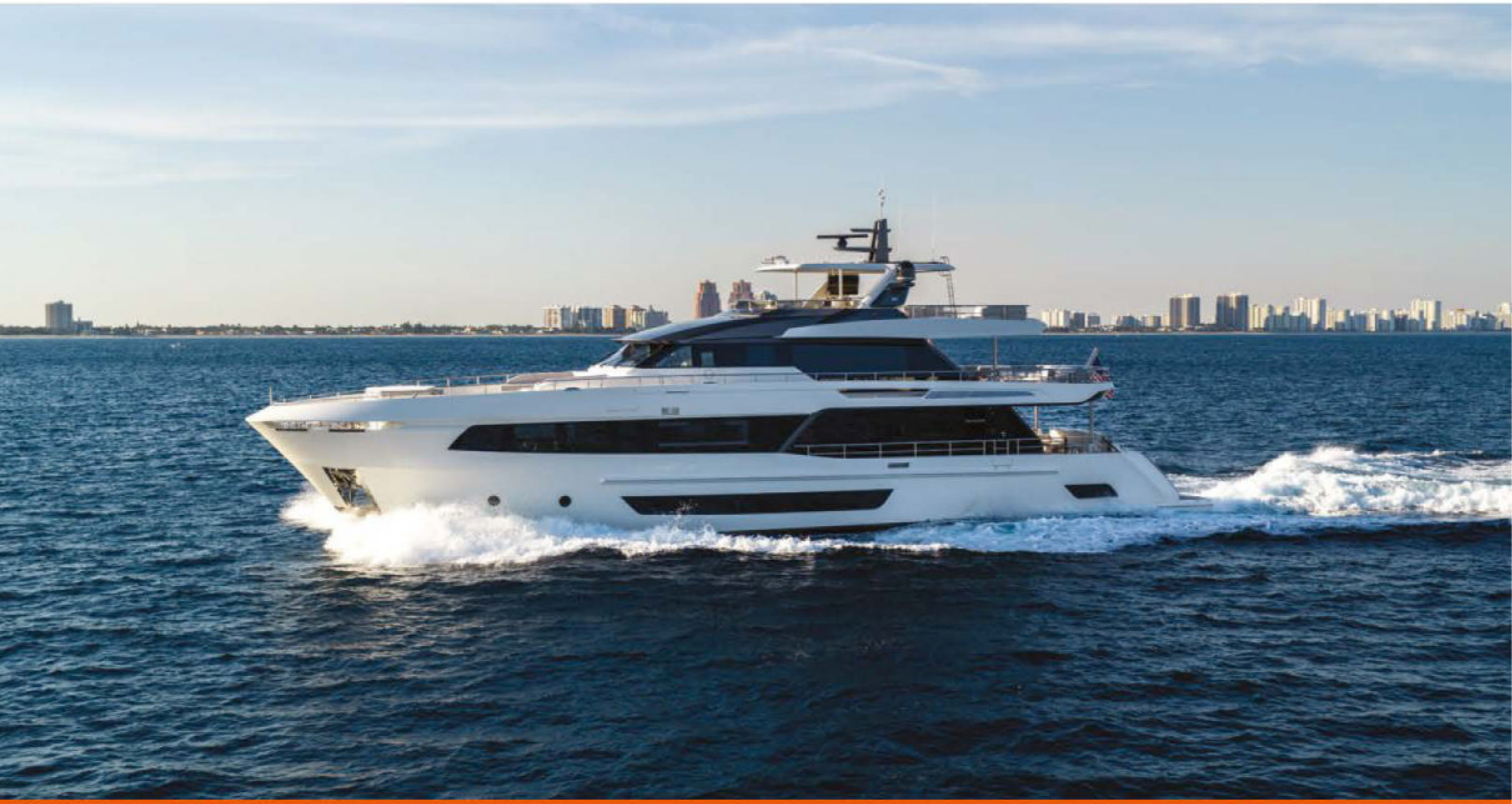


35P



PURO

Puro, as spoken in Italian, is the essence of all things that are Pure. The Puro Series does not take stylized cues from yachts that find a niche in geographical markets, it is the embodiment of what pure yachting is, in any part of the globe. As you look at the intricate details of this luxurious masterpiece, your eyes are not drawn to one element, instead, the harmonious blend of rich features all leading to unrivaled functionality.

PURO SERIES: 35P

FORT LAUDERDALE INTERNATIONAL BOAT SHOW

NEW ARRIVALS

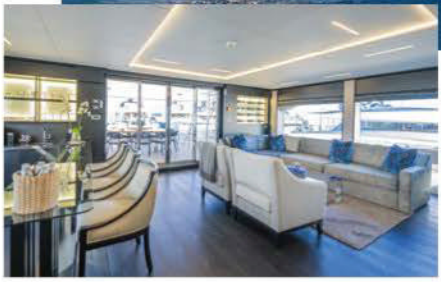
FLIBS showcases the amazing variety the boating world offers, and this year the new models tend to be at the smaller end of the market. To whet your appetite, we've picked out a few of the known debuts planned, along with familiar brands returning with new hulls from existing series

SUNSEEKER 82 OCEAN ENCLOSED

Formerly known as the Ocean 156 (referring to its gross tonnage), this 82-foot yacht with enclosed bridge for more interior space makes its boat show debut in Fort Lauderdale. A modern interior, plenty of glass and multiple spaces to enjoy inside and out characterize this boat loaded with the latest electronics. It also boasts a range of around 900 nautical miles at 10- to 12-knot cruising speed and a top speed around 25 knots.

HARGRAVE 118 TRI-DECK E SERIES

Making its first appearance in the US, the 118-foot *Romeo Foxtrot II* garnered good reviews in Cannes last year for its attractive exterior, noticeable interior volume (with ceilings of over seven feet), layout, including a full-beam owner's suite, five cabins with king-size beds, good crew quarters, a large galley and quality engineering. With more carbon in its composite mix, this yacht is also lighter and stronger than previous models of this size.



Yacht attendance is subject to change. For the latest updates, go to *flibs.com*, or keep up with FLIBS news at *boatinternational.com*

HORIZON FD100

Hull No 14 of a new FD100 was on its way to Fort Lauderdale from Kaohsiung at the time of writing. The success of the FD series is one for the books. The Taiwanese builder's collaboration with designer Cor D Rover has engendered a huge family of yachts prioritizing interior volume for guests and customizable layouts. The latest example will be on display at Fort Lauderdale, along with hull No 34 of the FD90.

OCEAN ALEXANDER 35 PURO

The newest hull from the new Puro series from Ocean Alexander, the 35 Puro combines Italian sensibilities, Taiwanese expertise and all-American comfort. Exterior and interior design by Giorgio Cassetta gives the yacht a European flair (called Sereno) that does not compromise comfort; think big bars, large beds, plenty of storage and vast exterior decks with a 24-foot-plus beam, plenty of power for A/C and a 17- to 18-knot top speed.

INACE SUPERYACHTS 106 AVENTURA

This year will mark a return for Brazilian shipyard Inace to FLIBS with a new yacht, the 100-foot 106 Aventura. This modern steel and aluminum yacht with design by Fernando de Almeida has been built as an explorer yacht for up to 10 guests and a smaller crew (there is space for four). A fuel capacity just under 9,000 gallons and efficient hull lines give it generous range (around 3,000 nautical miles).

PHOTOGRAPHY: COURTESY OF SUNSEEKER INTERNATIONAL

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PRINCESS S80

British builder Princess continues its work down the alphabet with the S model (for sports) completing the X and Y models shown earlier in the 80-foot range. This is an alluring yacht combining the work of naval architect Olesinski and design house Pininfarina. It features a tender garage and extensive "sports bridge" as well as four en suite cabins. It's speedy as well, reaching the high 30s, depending on the engine power choice. It's garnered several awards.

WESTPORT 117

The newest model by the American shipyard will make a return appearance, unless this attractive speculative build is snapped up before then. An update on the popular Westport 112, this 117-foot yacht features a beach club, sundeck with Jacuzzi, a raised pilothouse (inspired by the Westport 125), generous galley and much more, for up to 10 guests. Its twin Caterpillar C32s propel it to up to 24 knots, keeping the Westport DNA live and well with the added Tier III-compliance.

FLIBS

WALLYWHY100

The Ferretti Group unveiled the innovative wallywhy100 in a private event in late 2023 and to the public in Cannes, France, in 2024. Now it finally makes its show debut in the US. This 70-foot crossover motor yacht (100 refers to gross tonnage rather than length) blends bold design with exceptional functionality for owner-operators with a flush deck from bow to stern. Twin Volvo Penta engines – either D13-IPS1200 or the higher-output D13-IPS1350 give it a top speed of 25 or 27 knots, respectively.

PHOTOGRAPHY: GILLES MARTIN-RAGET

>>

BGM75

This interesting and elegant catamaran from Sanlorenzo's Bluegame division combines big names in the yachting world: Philippe Briand and Luca Santella for naval architecture, Zuccon International Project and Lissoni & Partners for design and layout (which is available in three- and four-cabin versions). Twin 800-horsepower Volvo Penta IPS engines deliver speeds of 20 to 21 knots and cruising speeds of 16 to 17 knots, and the builder has focused on efficiency. Unlike most catamarans, it offers a beach platform for recreation at water level.

CHEOY LEE 130 EXPLORER

The largest explorer by Cheoy Lee Shipyards to be showcased in quite a few years, is this new custom-built 130 Explorer. The long-range cruiser is fitted with twin Caterpillar C18s for a range of 4,200 nautical miles at 10 knots. Exterior design and naval architecture are by Overing Yacht Designs, and the "timeless" interior is by Sylvia Bolton Design. Its four decks accommodate 10 guests and six crew. (By appointment only.)

SUPERYACHTS TO SEE

CASINO ROYALE

The Amels Limited Editions 242 *Casino Royale* launched in July 2018 as *Universe*, combining the talents of Tim Heywood for the exterior and Winch Design for the interior. An infinity pool and dance floor are among the fun amenities along with a wellness area. The yacht sleeps 12 guests, including an owner's deck, and 19 crew.

HEMISPHERE

This well-traveled 145-foot catamaran is one of the finest of its kind afloat and still an outlier in size. With naval architecture by performance multihull specialist VPLP, the build started at Derecktor Shipyards but, ultimately, British custom builder Pendennis took it to the finish line in 2011 and conducted a substantial refit in 2023. The catamaran's interior by Michael Leach is described as "six-star Polynesian luxury."

HAMPSHIRE

Formerly known as *Vanish*, this 217-foot Feadship recently joined the market with Cecil Wright. Her distinctive exterior with flowing lines is by de Voogt and Harrison Eidsgaard, which also created a modern New England-inspired interior. A 10-year survey after the boat show season will get her ready for summer 2026 good as new.

PHOTOGRAPHY: MAURIZIO BALDI; GIUSEPPE CAVALLARO; DAMEN YACHTING; BURGESS; QUIN BISSET/STUDIO ILLUME

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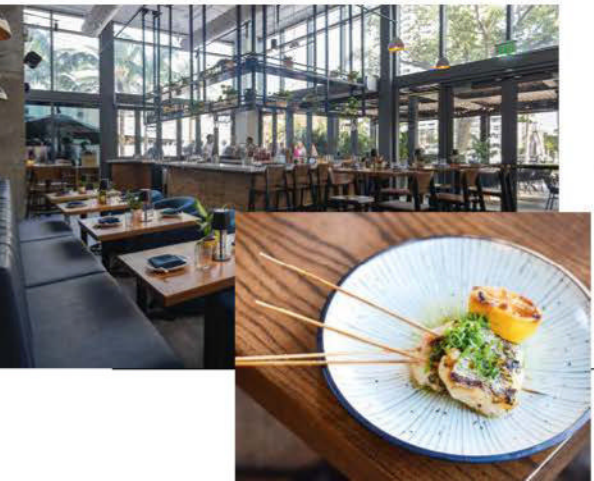
Best bites for FLIBS foodies

In town for the boat show? The Fort Lauderdale food scene is growing, and the Michelin Guide has now made its debut here. Local gourmet and restaurant authority *Michael Mayo* highlights the city's new hot spots and its old favorites

UKIAH JAPANESE SMOKEHOUSE

Nearly a decade after opening the trailblazing KYU restaurant in Wynwood, chef Michael Lewis and his Scotch and Bacon Group have come to Fort Lauderdale's New River with an inventive "Asian-inspired and wood-fired" menu at a setting that one reviewer called "effortlessly cool." Ukiah opened in May and may be a little tricky to find, but the gloriously simple yet complex fare is worth the effort. Grilled skewers of Wagyu beef or red snapper with brown butter ponzu melt in the mouth, as do vegetable dishes such as Japanese sweet potato with brown sugar, miso butter and grated Parmesan, or roasted cauliflower atop a delicious shishito vinaigrette and buttermilk goat cheese. Smoked platters of pastrami-spiced brisket and short rib are served with roasted kimchi, yuzu pickles and beef-tallow glazed Zak the Baker toast. Lewis's CV is impressive (Zuma in London, Dubai and Miami; Jean Georges and Le Bernardin in New York), but it's the homey touches that resonate. His showstopping coconut cake dessert comes straight from his mom's kitchen. *ukiahrestaurant.com*



Catch & Cut includes a Sunday brunch menu and happy hours during the week

CATCH & CUT

Fresh seafood, including Florida stone crab (the Catch), and prime Allen Brothers steaks (the Cut) are the stars at this Las Olas Boulevard restaurant, which opened in January. Local restaurateur and former Miami Dolphin footballer Kim Bokamper recruited executive chef André Bienvenu from legendary Joe's Stone Crab in Miami Beach to bring elevated dining to this two-story eatery, which features a balcony bar on the second floor. There's sushi, a raw bar, Sunday brunch and 48-hour brined fried chicken, a nod to Bienvenu's past at Joe's. *catchandcut.com*

JAY'S STEAKHOUSE

For those who like their steaks with a side of scene, Jay's features upscale American fare with music, entertainment and six bars in a space that was formerly a church. It opened in May in the trendy Flagler Village neighborhood, from local restaurateur Jay Shirodkar.

Menu specialties include tableside-carved prime rib, lobster macaroni gratinee, foie gras grilled cheese with fig, duck fat potato wedges, bone marrow with sherry gastrique and an array of steaks, lobster, caviar, raw bar items and sides. Specialty cocktails with names such as Two Hours to Cancun, Flying Private and Cars, Sex & A Rolex will tantalize the libation curious. *jaysfortlauderdale.com*

PHOTOGRAPHY: EVAN ANDERSON; ANGELINA BRUNO

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DANIEL'S, A FLORIDA STEAKHOUSE

This modern steakhouse in a stylish, sophisticated setting features locally sourced beef, fish and produce along with steaks from around the world. Founded by restaurateur Tom Angelo's Gioia Hospitality Group and named for executive chef Danny Ganem, Daniel's opened a few weeks before the 2024 boat show and quickly found its stride, meriting "recommended" status in the 2025 Michelin Guide.

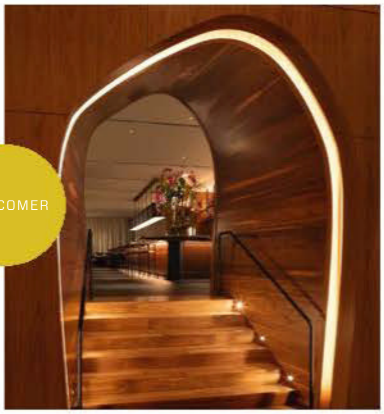
Now regarded as the cream of the Fort Lauderdale steakhouse crop, Ganem has wowed guests with dishes such as foie gras crème brûlée — a wondrous alchemy of Hudson Valley foie gras served atop artful waves of mango, toasted coconut and cashews — and Florida blue crab cake with rock shrimp, Meyer lemon, crème fraiche and a dollop of Kaluga caviar.

A placard of daily steak offerings (Australian Wagyu, Florida grass-fed, cuts from ranches in Texas, South Dakota, Nebraska and Kansas) can be found on tables, while Angelo and daughter Kassidy roam the floor. Angelo pays tribute to his Italian roots with pastas, specials and artisanal olive oil from his ancestral town. Do not miss the truffled potato fonduta. And if a big game is on, you can slide over to the adjacent D's Sports Bar for dessert and an after-dinner drink. *danielssteak.com*

CALUSSO AT PIER SIXTY-SIX

Pier Sixty-Six reopened in January with multiple dining options, but the showpiece at the waterfront resort (and luxury condo community) is Calusso's contemporary cuisine with French and Italian Riviera influences. The terrace overlooking the Intracoastal Waterway will be in demand, but the curved dining room, with its floor-to-ceiling windows, marble tables and open kitchen, is a fine consolation prize. Expect the unexpected from executive chef Jonathan Kaiser (formerly at three-Michelin star Joël Robuchon at the Mansion at the MGM Grand Las Vegas) and chef de cuisine Efrain Barquero (who worked at Michelin-starred Stubborn Seed in Miami Beach). Raw oysters Caprese are bathed in tomato water, basil and stracciatella cheese. Chinese eggplant with the texture of foie gras accompanies Ibérico pork pluma, which sits atop bacon gastrique. Shaved Comté cheese blankets a honeycomb semifreddo dessert. There's also caviar service, premium wines by the glass and Harbour Hour (5:30 to 7:30) at the bar. After dinner, take a stroll for a nightcap at the revolving rooftop lounge. *calussorestaurant.com*

NEWCOMER



OCEAN PRIME

Glorious sunsets await those who score a second-floor terrace table overlooking the Intracoastal Waterway (the lower level may have a view of a yacht — the restaurant has dockage and guests are permitted to arrive by boat). This upscale steak and seafood chain from Ohio-based Cameron Mitchell Restaurants has other locations throughout the country, but none are as picturesque and envy-inducing as the two-story building on the Intracoastal that opened in April, in a new development known as Las Olas Marina.

The menu includes USDA Prime steaks, fresh fish, seafood towers, raw bar items including king crab legs and an extensive wine list. Service is polished and the second-floor bar gets hopping as the night goes on. *ocean-prime.com*

PHOTOGRAPHY: CHRIS CASELLA

Benetti

OASIS 42M
On the OCEAN'S EDGE

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HERITAGE

Homegrown chef-owner Rino Cerbone — who also fronts a rock band — brings rock 'n' roll attitude to this cozy, hip and delicious Italian-American eatery specializing in pizzas, pastas and appetizers in the burgeoning Flagler Village neighborhood.

Five years after opening, Heritage was honored this year as Greater Fort Lauderdale's only Bib Gourmand restaurant in the 2025 Michelin Guide, signifying great food at great value. Cerbone grew up working at his father's pizzeria in suburban Coral Springs, and he has spun things forward with modern, innovative takes — including a patate pizza topped with whipped mascarpone potatoes, a blend of four cheeses, smoked pancetta and micro chives, and a reinvention of clams oreganata using minced razor clams, breadcrumbs and lemon crema. *heritageftl.com*

OLD FAVORITE

Heritage's Italian-American offerings include a patate pizza with whipped mascarpone potatoes

THE KATHERINE

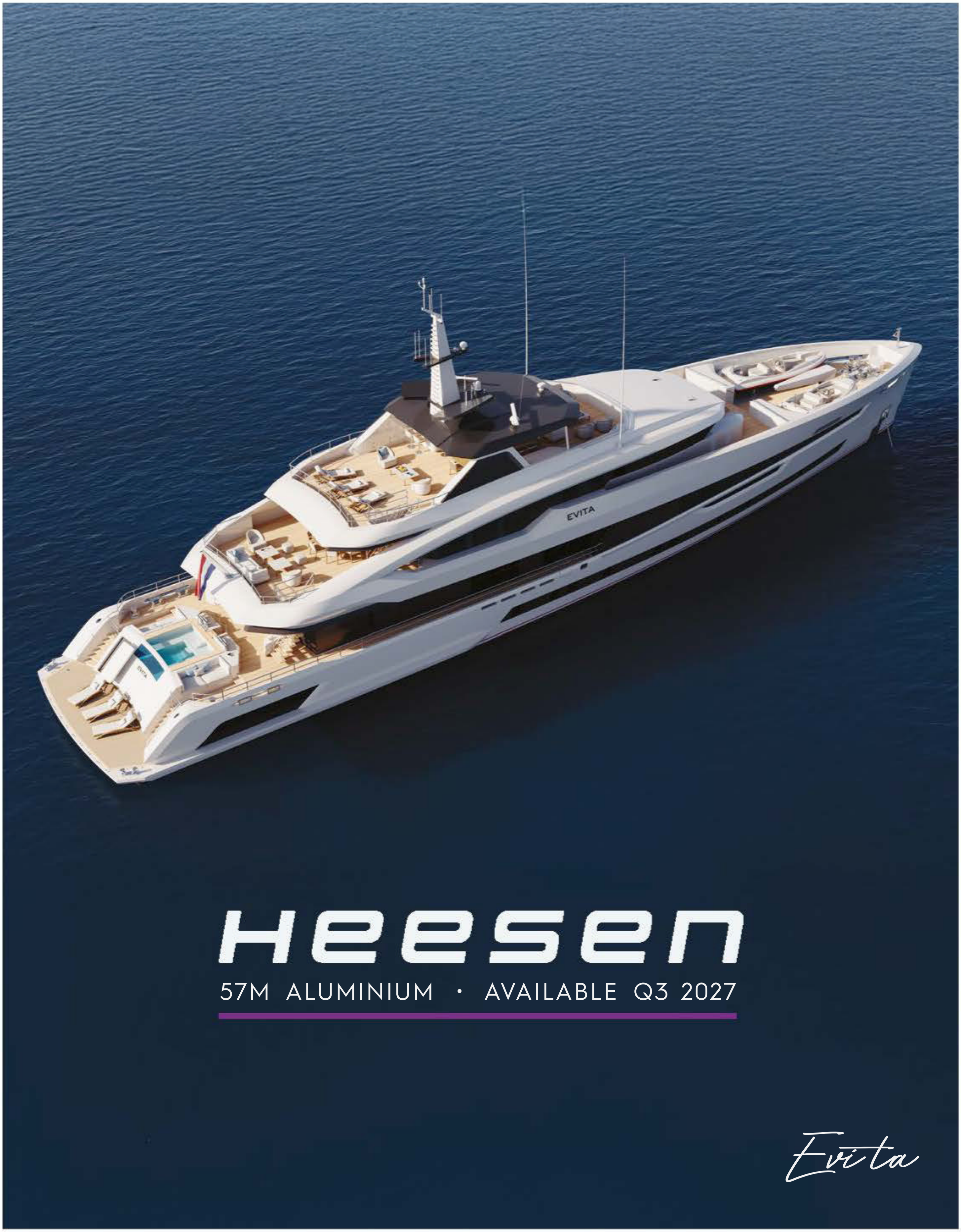
Chef Timon Balloo and wife Marissa Katherine Balloo call this intimate downtown restaurant "a love story," and they meld their global background (Asian, Caribbean, South American) with their local upbringing. Balloo, a past James Beard Award semi-finalist, gained fame for Miami restaurants Sugarcane and Balloo, and he opened The Katherine in 2022 after the pandemic and skyrocketing Miami rents drove him back to the county where he grew up.

The results have been mutually beneficial: Locals now pack the place for dishes such as Thai-style charred cabbage salad with crispy pork, whimsical clam chowder fries and Trini oxtail with pikliz and he's still being nationally lauded, with the *New York Times* selecting his Thai red curry fish among its 23 Best Dishes in America in 2023. *katherinerestaurant.com*

MAASS AT THE FOUR SEASONS

The 14-seat Chef's Counter at MAASS, which serves a seasonal tasting-menu extravaganza that may start with a foie gras macaron or end with a raspberry mochi taco, was the only dining experience in Greater Fort Lauderdale to be awarded a Michelin star in the guide's 2025 area debut. They are priced at $195 (the two-hour Excursion) or $375 (the three-hour Voyage), excluding wine pairing options. But many of the dishes on the tasting menu are available à la carte, such as lamb belly with beetroot.

MAASS, which opened in December 2023, is overseen by chef Ryan Ratino, whose Washington D.C. restaurants have earned multiple Michelin stars, and its contemporary American dishes are served with aplomb by a professional staff. *maassftl.com*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CASA D'ANGELO

For those who like their Italian cuisine more European, in quieter and more elegant surroundings, nothing beats chef Angelo Elia's flagship location of Casa D'Angelo, which has been around for nearly three decades. Don't let the strip-mall location fool you — this is seriously refined northern Italian food served in classic Old-World style. A complimentary assortment of Sicilian Castelvetrano olives, aged Parmigiano-Reggiano cheese and bruschetta arrives on your table as the server recites a litany of daily specials, including seafood crudos, oysters from Spain, elk chops or bison filet, and house-made pastas.

The 18,000-bottle wine collection is lauded annually by *Wine Spectator* magazine and the restaurant's expansion with a separate bar and lounge has made it an enjoyable spot for solo dining. *casa-d-angelo.com*

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OLD FAVORITE

ANTHONY'S RUNWAY 84

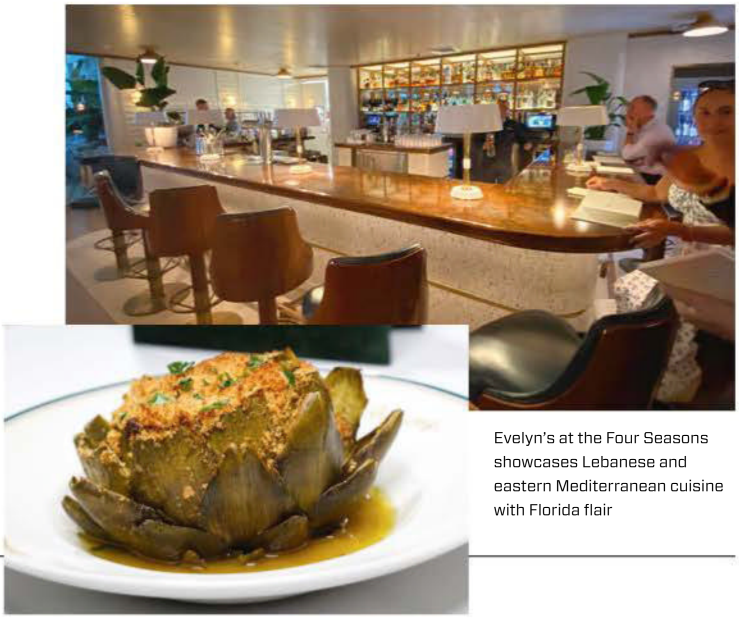
Every night is like New Year's Eve meets *Goodfellas* (specifically, the Copacabana scene) at this Fort Lauderdale institution that is always packed, raucous and irresistibly fun. It's been around for more than 40 years, but a multimillion-dollar renovation completed in 2023 breathed new life into the place.

There's live music with a crooner nightly, along with a lively bar scene and a menu of Italian-American favorites (and USDA Prime steaks) that is remarkably well executed. Standout items include baked clams, Wagyu beef carpaccio, tableside Caesar salad, rigatoni with cauliflower, linguine with clams, chicken vodka parm, veal chop, twice baked potato with cacio e pepe and black truffles and pistachio cake. Reservations are essential. *runway84.com*

EVELYN'S AT THE FOUR SEASONS

The flavors of Lebanon and the eastern Mediterranean incorporating Floridian ingredients are showcased at this Michelin-recommended beachfront restaurant. It's helmed by talented executive chef Brandon Salomon, who previously worked for renowned chef Mauro Colagreco and spent time at Mirazur, the three-Michelin star, former world number-one restaurant in the French Riviera.

Evelyn's opened in 2022. The dining room overlooking the ocean is elegant without being stuffy and the menu ranges from mezzes and small bites to family-shared entrees. Signature items include fresh-baked pita and Jerusalem bagels with spreads and hummus, a grilled whole branzino deboned tableside with coriander seed chermoula and rose petals, and a side dish I have dreams about — the crispy, spicy potato batata harra. *evelynsfortlauderdale.com*



Evelyn's at the Four Seasons showcases Lebanese and eastern Mediterranean cuisine with Florida flair

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The rise of a superyacht king

Captain Grant Du Preez is the steady hand behind superyacht *King Benji*'s floating empire and success, trusted to navigate the world of luxury at sea

Since her launch in March 2023, 153-foot *King Benji* has carved out a reputation as one of the most successful new charter programs on the water. At the helm of this extraordinary vessel is Captain Grant Du Preez, whose energy, dedication and hands-on leadership have been central to *King Benji*'s meteoric rise.

In just over a year, *King Benji* has completed more than 20 weeks of charter and logged over 18,000 nautical miles at sea – an impressive feat that speaks volumes about both the yacht's design and the drive of her captain.

"*King Benji* is such a fast-paced program," says Du Preez. "You need the right attitude to keep it moving at this level, and that's exactly what the owner expects. It's about saying yes, finding solutions and keeping the momentum going."

Du Preez is no stranger to the demands of yachting at the highest level. Having spent

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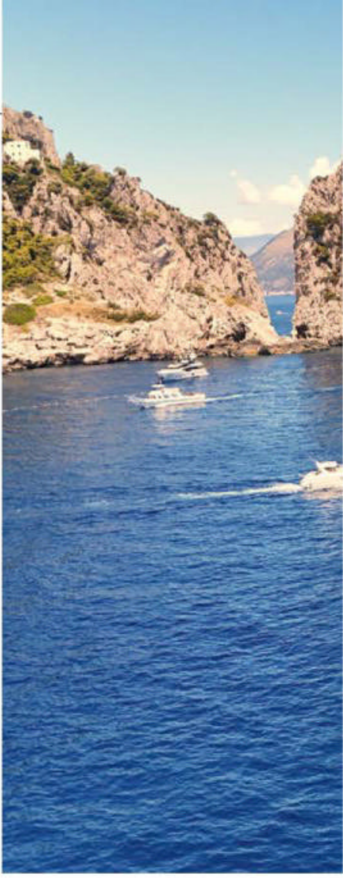


more time at sea than on land over the past two years while running entrepreneur Josh Golder's yacht, he has proven his ability to operate tirelessly under pressure. That commitment to service and performance has been a cornerstone of *King Benji*'s success in the global charter market.

The yacht itself is impossible to ignore. With her masculine exterior lines penned by Gregory C Marshall and an award-winning interior by Design Unlimited, *King Benji* stands out in every harbor she visits. "The look of this yacht turns heads everywhere we go," Du Preez explains. "She's extraordinary in style and built to be a true charter machine."

But *King Benji* is not just a bold, masculine yacht; once you step on board, you know you're going to have fun. Guests never leave with a simple goodbye – it's always a warm "See you next season." With her luxury-meets-warmth atmosphere, *King Benji* strikes the perfect balance between adventure and relaxation.

After a full day on the water – perhaps competing in the yacht's playful Water Olympics against the crew – guests gather to celebrate on the teppanyaki deck. Signature *King Benji* cocktails flow, the world-class chef prepares a dazzling dinner and sunsets are savored in style. These moments turn charters into cherished traditions, creating memories that last forever.

KING BENJI IN THE CARIBBEAN

Day 1: St Maarten to St Barths Spend the day at anchor off paradisaical Saline Beach, playing with the toys

Day 2: St Barths Tender to Île Coco for snorkeling, and enjoy lunch on shore at Gypsea and dinner at L'Isola

Day 3: St Barths After a morning playing with the water toys, massages will be offered on board

Day 4: St Barths to Anguilla Anchor off Scrub Island, enjoy the slide, jet skis and climbing wall, and take a short trail walk to see Pablo's plane

Day 5: Crocus Bay, Anguilla Tender to Prickley Pear Cays for snorkeling and catching lobster

Day 6: Crocus Bay to Cove Bay, Anguilla Try tennis at Aurora, pizzas on the swim platform and movie night on the aft deck

Day 7: Anguilla Spend the day at Mullet Bay Beach for the famous *King Benji* Olympics, and have dinner on the teppanyaki deck

Day 8: St Maarten Enjoy a final swim in the Caribbean's blue waters before heading into port for departure

SPECS

Builder Dunya Yachts

LOA 153ft 3in

Beam 29ft 2in

Draft 9ft 8in

Guests 10

Crew 9

Winter 2025 charter destinations Caribbean/Bahamas

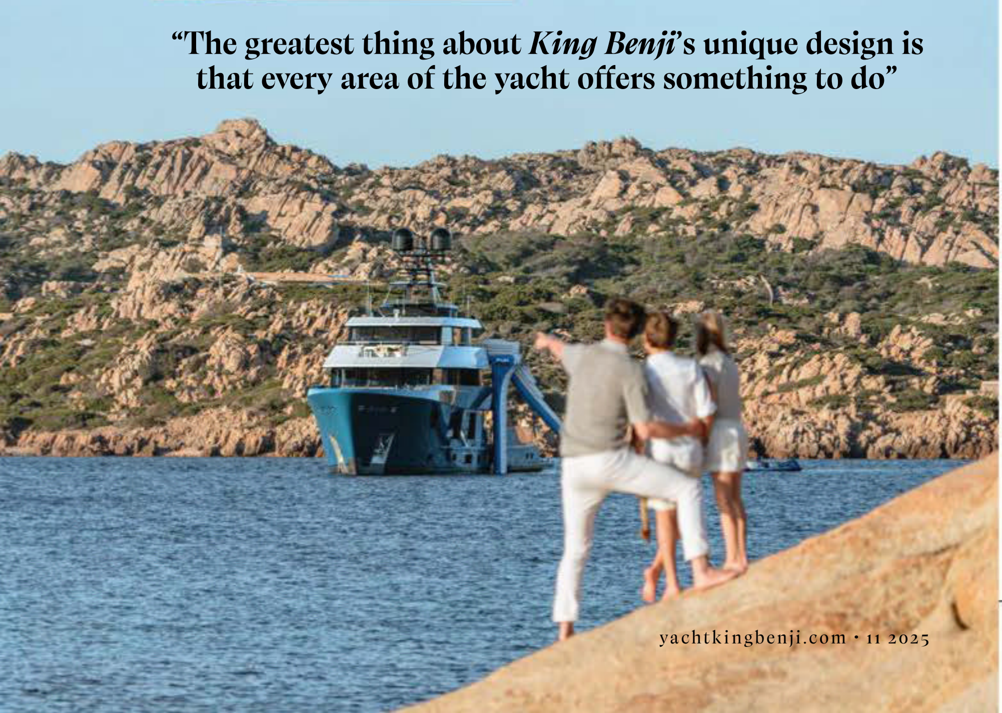
Rate from $250,000/week

Captain Du Preez is known for going above and beyond, from securing anchorages in exotic, hard-to-reach locations to tailoring every trip detail to guest preferences.

"The greatest thing about *King Benji*'s unique design," he notes, "is that every area of the yacht offers something to do. Whether you're relaxing in the crow's nest with a book or driving eco-friendly golf balls into the sea, there's always something happening – and at such an affordable price point for a yacht of this caliber."

King Benji stands out in the harbor, both for her masculine exterior design and for her full toy box. Below: at the helm is the tireless Captain Grant Du Preez

> **"The greatest thing about *King Benji*'s unique design is that every area of the yacht offers something to do"**



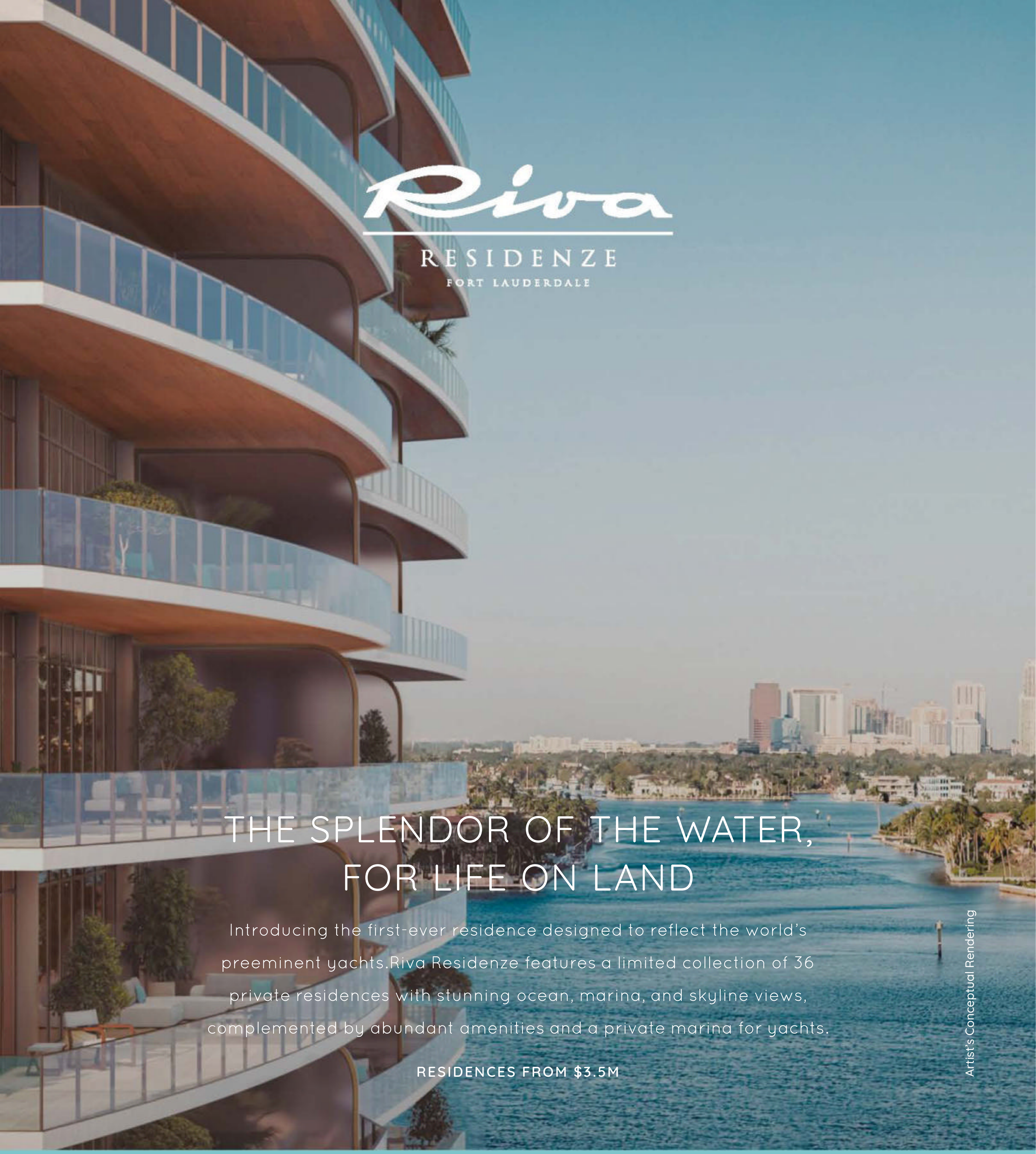
TENDERS AND TOYS

- 39ft Custom Nor-Tech tender with 3 x 400hp Mercury outboards
- 14ft Novurania tender
- Scuba gear
- Dive compressor
- 4 x air tanks
- 4 x sets of dive gear
- Snorkeling gear
- FunAir slide from bridge deck
- FunAir toy island
- FunAir swimming pool
- FunAir trampoline
- FunAir golf island
- 4 x Sea-Doo RXT 325s
- Variety of towables
- 2 x eFoils
- 3 x Paddleboards
- Yoga/Pilates equipment
- Fishing gear
- Wakeboards
- 2 X Shimano trolling reels
- Kneeboards
- Hawaiian slings and spearfishing
- Waterskis for adults

As for cruising grounds, Du Preez is especially drawn to the Caribbean. An avid diver and fisherman, he finds the region rich with experiences – from pristine reefs to big-game fishing adventures. Charter guests also appreciate a financial perk: no VAT on charters in the Caribbean, making *King Benji* not only an unforgettable yacht but also a smart choice.

King Benji's growing charter reputation is proof of the yacht's winning formula: an extraordinary design, a fun and welcoming onboard culture and a captain whose relentless commitment ensures every voyage is seamless. As Captain Du Preez and his crew prepare for another demanding season, the verdict is clear: *King Benji* is more than a yacht – she's an experience.

For more information about chartering King Benji, *contact vanessa@cecilwright.com*
+44 7507 432 232 / +44 20 7408 1001



Introducing the first-ever residence designed to reflect the world's preeminent yachts.Riva Residenze features a limited collection of 36 private residences with stunning ocean, marina, and skyline views, complemented by abundant amenities and a private marina for yachts.

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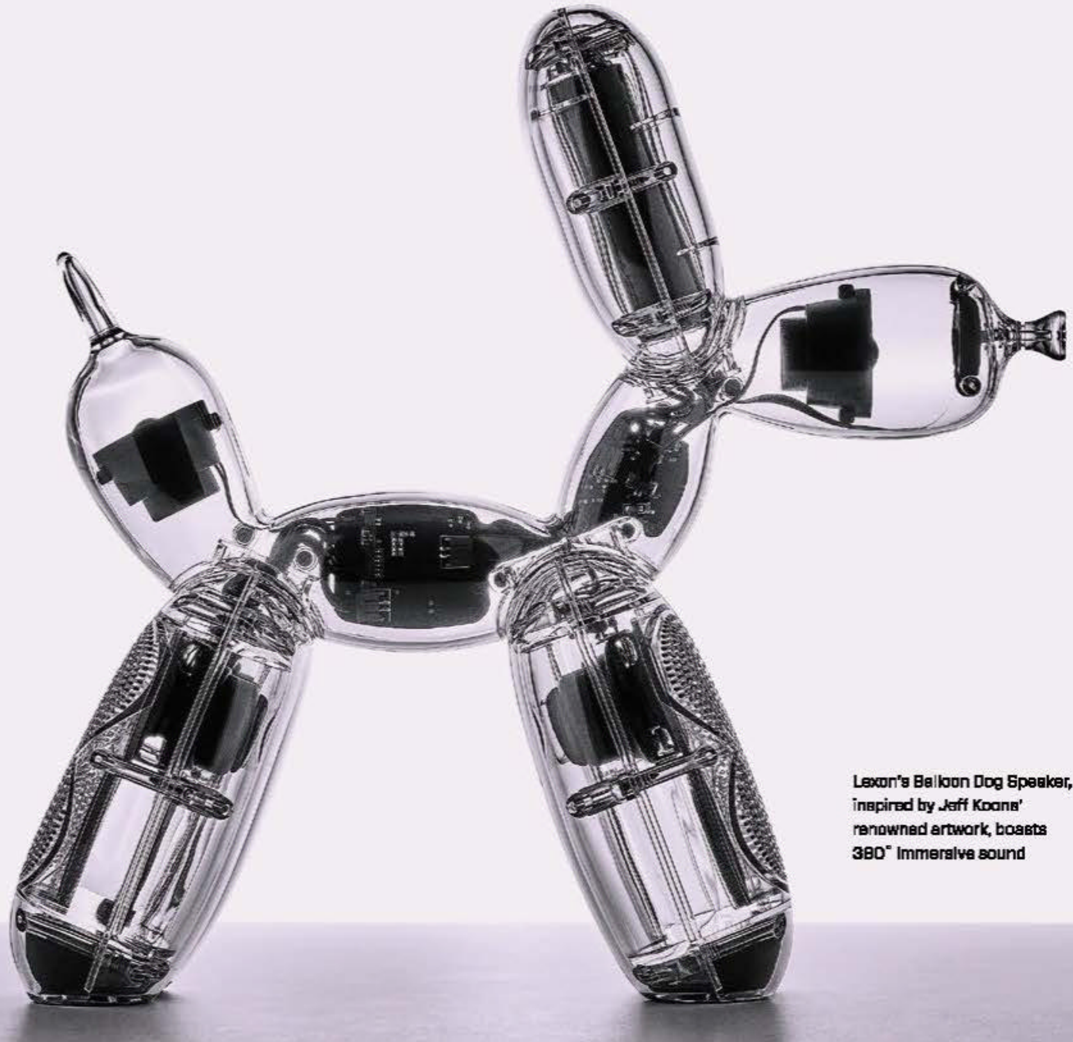
Boat Life

CELEBRATING EXCEPTIONAL STYLE AND DESIGN



Lexon's Balloon Dog Speaker, inspired by Jeff Koons' renowned artwork, boasts 360° immersive sound

Turn it up

From artistic acoustics to customized cars and new-season wardrobe updates, we've got 24/7 style figured out

French audio experts Lexon merge art and sound with this Jeff Koons collaboration, created to celebrate the 10th anniversary of Los Angeles museum The Broad. Reimagining the American artist's celebrated balloon figures as a limited-edition speaker, it's fitted with Bluetooth 5.0 technology, six ultra-precise active drivers and four finely tuned passive radiators. It also has built-in microphones for hands-free calls, creating 360-degree high-fidelity sound. Each piece is engraved with Koons' signature and comes with a certificate of authenticity. $750, *lexon-design.com*

THIS MONTH: *hot property in Fort Lauderdale | pull up in a personalized supercar | diary dates in London, Paris and Palm Beach*

EDITED BY Belle Rice

Garni Cafe at Pier Sixty-Six. Below: Pier Sixty-Six opened earlier this year in Fort Lauderdale after a $1 billion redevelopment. The property added four new buildings with a mix of residences, restaurants and offices

Sunny side up

Property prices tell a tale of two markets in Fort Lauderdale, *Ruth Bloomfield* discovers

The boats on sale at this year's Fort Lauderdale International Boat Show will surely be as seductive as ever. But, on land, is there as much shine on the real estate market as on the hulls in the marina?

Mainstream prices, which soared at the peak of the Covid-19 pandemic as buyers flooded south for a more outdoorsy lifestyle in a low-tax state, have started to fall. According to the latest research from Rocket, the median sale price in Fort Lauderdale slipped by 0.8 percent over the year to July, to an average of $471,000 or $366 per square foot.

Worse, analysis by Bloomberg suggests that the number of homes actually sold fell 19 percent in a year and properties languish on the market for an average of 83 days. Chen Zhao, head of economic research at Redfin, has described South Florida as the "epicenter of housing market weakness" in the US, concluding that the post-Covid boom has now bust.

However, happily for owners of Fort Lauderdale's trophy waterfront houses and the developers currently investing billions of dollars in upscale branded residences, property markets are not homogeneous. Prime property is little impacted by issues such as rising interest rates and affordability concerns, and some sections of the market are still in good shape.

"It's really a tale of two markets," Josh Dotoli of Compass Real Estate says. "Waterfront single-family homes at the top end are still holding strong – up around seven or eight percent over the past year – because there's only so much dockage and ocean-access property out there."

On the flip side, the price of luxury condos has dropped by 10 or 11 percent, Dotoli says, because there is more inventory on the market than buyers.

Gilles Rais, lead of the Gilles Rais fine homes team, agrees that homes in sought-after addresses like Bay Colony, the gated community that's home to Argentinian soccer star Lionel Messi, still sell to buyers who care more about their quality of life than rapid capital growth. "For families relocating or seeking a luxury lifestyle with access to world-class education, yachting and golf, there's simply nothing else like it," he says. "These buyers aren't just speculating. They are investing in quality of life."

He finds that buyers are more price conscious than they have been over the past few years but will still pay a premium for a well-located turnkey home, particularly with direct ocean access. Fixer-uppers, on the other hand, have seen prices slide.

Branded residences are a new arrival on Fort Lauderdale's property scene, with everyone from Four Seasons to Armani/Casa tempting international buyers looking for a lock-up-and-leave vacation home with plenty of on-site amenities.

The first owners have already moved into residences at Pier Sixty-Six, a Fort Lauderdale landmark. The $1 billion redevelopment has added four new buildings with residences, priced from $3.85 million to $15.5 million for a 7,530-square-foot penthouse. Owners can use the amenities of the private club, including a spa,

PHOTOGRAPHY: ARX CREATIVE; COURTESY PIER SIXTY-SIX; COURTESY OF RIVA RESIDENZE; DENIEL PETRONI; ERIC IGUALADA

Left: the St Regis Resort & Residences at Bahia Mar, Fort Lauderdale, is due to be completed in 2030. Below: Riva Residenze, designed with Riva on Fort Lauderdale Beach, is due to open in 2028

> **"FOR FAMILIES SEEKING LUXURY WITH ACCESS TO YACHTING AND GOLF, THERE'S NOTHING ELSE LIKE IT"**

pool and private gym, and there are more than a dozen restaurants and bars, plus the signature 17th-floor rotating lounge.

Meanwhile, planning is well under way at Riva Residenze, a 20-story building on Fort Lauderdale Beach, designed with Italian boatbuilder Riva and being billed as the first yacht-branded residences in the world. The boutique development will have 36 apartments with an interior design by yacht designer Giuseppina Arena, a private six-slip marina, plus pools and spa. Prices start at $3.5 million, and the two penthouses, each measuring around 8,800 square feet, are expected to be priced at north of $10 million. The target completion date is in 2028.

A longer-term option is the 40-plus acre St Regis Resort & Residences at the Bahia Mar marina, which is due to be completed by 2030. The complex will include 239 residences and apartments with prices from $3 million, a hotel with interiors by Tara Bernerd & Partners, a beach club, spa, restaurants and a 250-slip marina large enough to accommodate 350-foot yachts.

Even though some of these projects were dreamed up during the pandemic surge, Dotoli says buyers are enthusiastic about the concept – particularly when there is an onsite marina and resort amenities.

Looking forward, Dotoli expects prices for houses will continue to grow, but condo values will continue to slide. "Lower interest rates could bring more buyers into the market, but higher inventory and operating costs will keep things from running away like they did during the pandemic," he says. "Well-located, well-amenitized homes will continue to outperform everything else."

Rais points out that Fort Lauderdale real estate is good value when compared to properties located in Miami or Palm Beach. On that basis, he expects "healthy growth" in the $5 million to $20 million price bracket over the next year, where stock is limited and demand steady.

ON THE MARKET

An ultra-contemporary cantilevered six-bedroom, nine-bathroom house designed by architect Max Strang. The circa-10,000-square-foot waterfront home features a pickleball court, gym and movie theater, plus a pool and wet bar on the 1.16-acre site.
$49.99m, compass.com

A newly built five-bedroom, 10-bathroom house with direct beach access and a garden measuring around one-third of an acre. The ultra-contemporary 10,290-square-foot property makes the most of the warm climate, with an infinity pool overlooking the ocean, a rooftop deck, outdoor kitchen and bathroom, and cabana.
$41.99m, coldwellbanker.com

This 14,000-square-foot hacienda-style home is newly renovated and overlooks the Intracoastal Waterway. The six-bedroom, 13-bathroom property is located in a secure gated community and is a sailor's dream, with 343 feet of waterfront and 165 feet of private deep-water dockage.
$42.5m, compass.com

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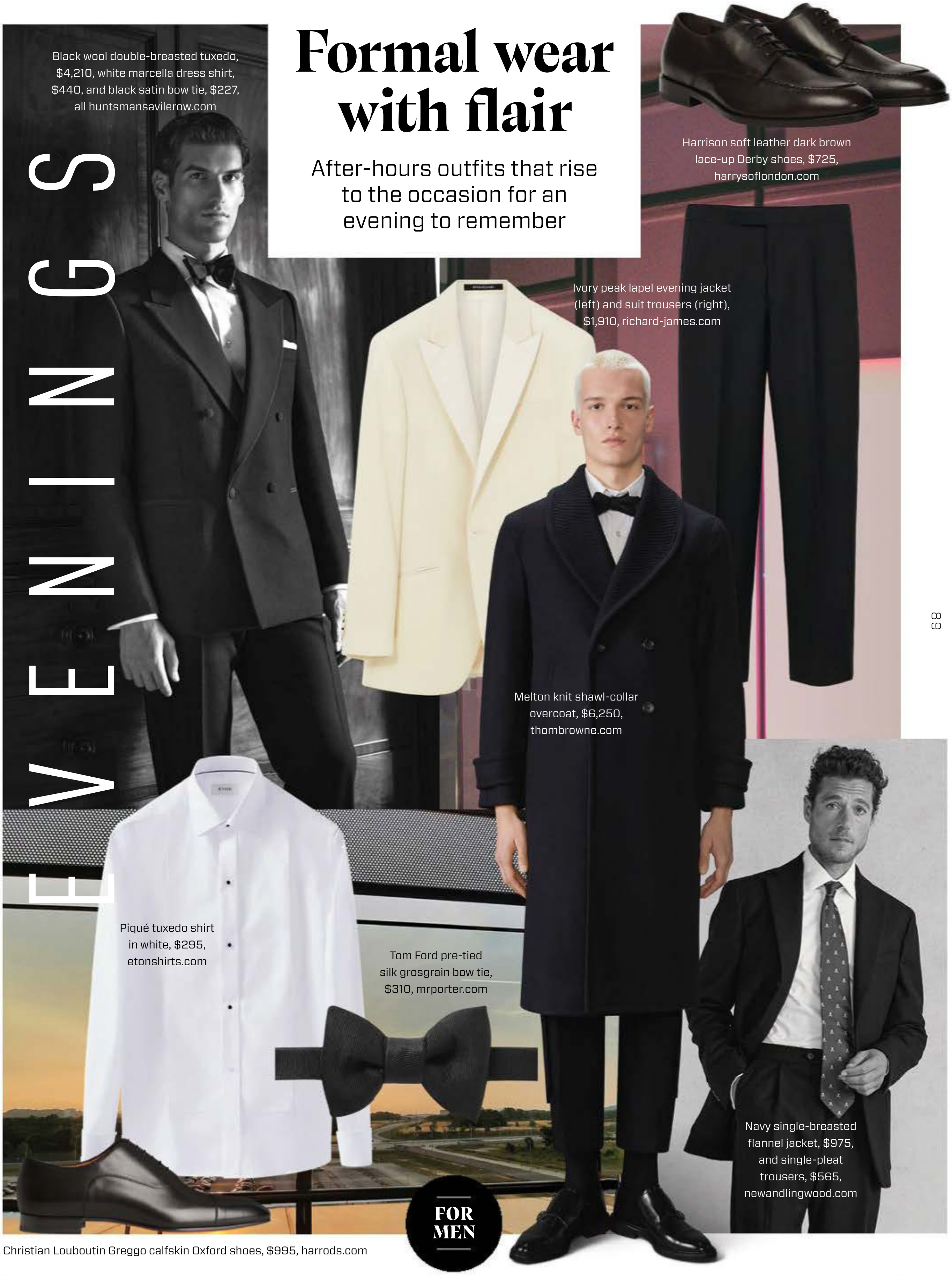


Black wool double-breasted tuxedo, $4,210, white marcella dress shirt, $440, and black satin bow tie, $227, all huntsmansavilerow.com

Harrison soft leather dark brown lace-up Derby shoes, $725, harrysoflondon.com

Ivory peak lapel evening jacket (left) and suit trousers (right), $1,910, richard-james.com

Melton knit shawl-collar overcoat, $6,250, thombrowne.com

Piqué tuxedo shirt in white, $295, etonshirts.com

Tom Ford pre-tied silk grosgrain bow tie, $310, mrporter.com

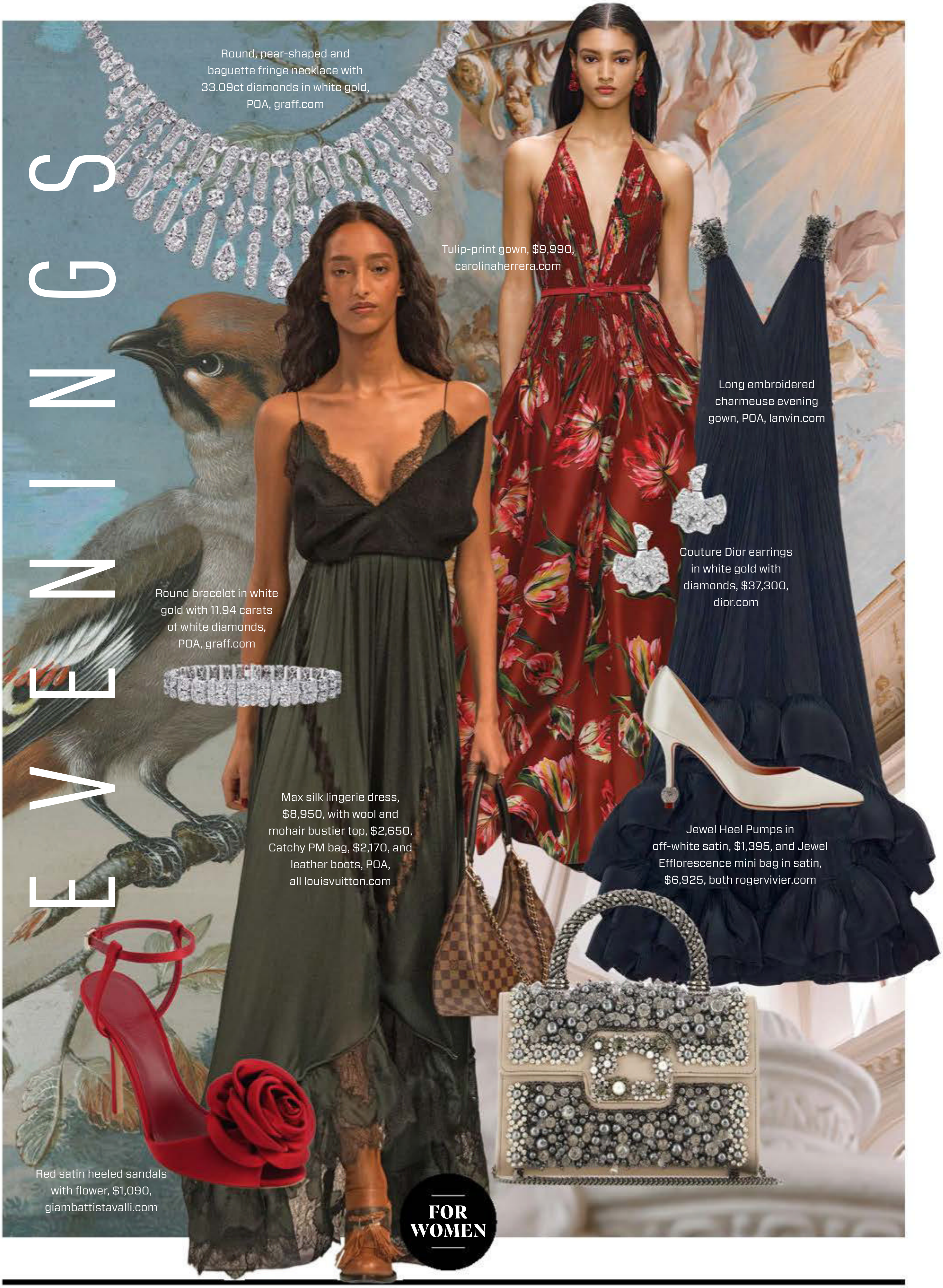
Navy single-breasted flannel jacket, $975, and single-pleat trousers, $565, newandlingwood.com

Christian Louboutin Greggo calfskin Oxford shoes, $995, harrods.com

FOR MEN

PHOTOGRAPHY: NURSYAZANA IZZATI RAMZ ON UNSPLASH; T HOFFMANN ON UNSPLASH

EVENINGS



Round, pear-shaped and baguette fringe necklace with 33.09ct diamonds in white gold, POA, graff.com

Tulip-print gown, $9,990, carolinaherrera.com

Long embroidered charmeuse evening gown, POA, lanvin.com

Couture Dior earrings in white gold with diamonds, $37,300, dior.com

Round bracelet in white gold with 11.94 carats of white diamonds, POA, graff.com

Max silk lingerie dress, $8,950, with wool and mohair bustier top, $2,650, Catchy PM bag, $2,170, and leather boots, POA, all louisvuitton.com

Jewel Heel Pumps in off-white satin, $1,395, and Jewel Efflorescence mini bag in satin, $6,925, both rogervivier.com

Red satin heeled sandals with flower, $1,090, giambattistavalli.com

FOR WOMEN

PHOTOGRAPHY: HAROLD WAINWRIGHT ON UNSPLASH; THE CLEVELAND MUSEUM OF ART ON UNSPLASH

40 YEARS PERSHING

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ON YOUR MARQUES...

Get set for the new wave of customizable cars taking personalization to new heights, says *Simon de Burton*

Plenty of visitors to this year's Fort Lauderdale International Boat Show will be familiar with the myriad processes that go into the bespoke elements of a yacht. Now similar levels of personalization have become key in the world of supercars, too.

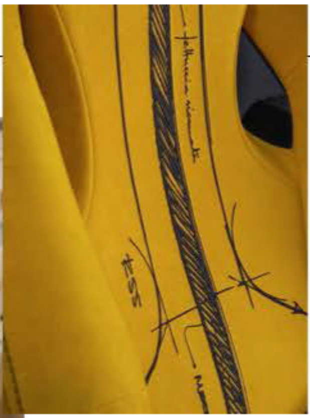
Earlier this year, Pedro Mota, president of Aston Martin in the US, decided he wanted a showcase car that reflected the unique vibe of Palm Beach in Florida. Cue Q Collection, Aston's 007-inspired customization division, which the car brand established in 2011. It now comprises Q by Aston Martin Collection, offering special paint and trim options and other enhancements to production cars, and Q by Aston Martin Commission, launched in 2017 to create entirely bespoke cars from the ground up.

To meet Mota's brief, Q Collection built a DB12 Volante with a paint finish in Frosted Blue Glass to reflect the sun shimmering off the Palm Beach seafront. It had an interior with subtle palm leaf motifs and seat backs made from light olive ash veneer – the closest practical wood to actual palm bark.

Famous for its sky's-the-limit bespoke service, Rolls-Royce is also said to be in overdrive creating cars with individual features that reflect elements of the high-end watches, superyachts, fine homes and private planes that are considered de rigueur among its buyers.

Among cars to have left the Goodwood factory are a Dawn that commemorated the Czech squadrons of the Royal Air Force (complete with Latin mottos on the doors and an image of a Merlin aircraft engine stitched into the rear seat); a Dawn Black Badge built for Google exec Benjamin Treynor Sloss featuring a blue and yellow color scheme based on the Modenese flag, and a Cullinan SUV with a "viewing suite" comprising two rear-facing leather chairs and a cocktail table that emerge from the floor of the load area at the touch of a button.

Another marque famous for personalization is Bentley, the bespoke department of which operates under the name Mulliner. These days, Mulliner is busier fulfilling special requests than it has been since it ceased to produce hand-built bodywork more than 65 years ago. It has a dedicated "co-creation" team that works with owners to put together complete packages to add bespoke elements to the car inside and out – which means anything from tweed and tartan upholstery for a Scottish owner to Bentayga SUVs fitted with the necessary paraphernalia for fly fishing, game shooting and even falconry.



For the first time in decades, an American production car can be built almost exactly to an individual's requirements

Above: Bentley's bespoke department, Mulliner. Right: a custom Harley-Davidson. Opposite page, from top: the Aston Martin DB12 Volante Palm Beach Edition; Rolls-Royce Cullinan SUV with cocktail table; Porsche's Sonderwunsch program

And, if you do want a Bentley with bodywork of your own design, Mulliner will, once again, create whatever you fancy (within the parameters of safety, reason and good taste, of course.)

McLaren, meanwhile, maintains a state-of-the-art configurator suite at its HQ where buyers can build a virtual car on a giant screen by choosing from a countless combination of paint colors, interior materials and wheel designs – a process that usefully reduces the likelihood of the actual car looking like a four-wheeled horror story.

Ferrari's Tailor Made service and Porsche's Sonderwunsch (or "special request") programs offer similarly comprehensive opportunities to make a car your own – in fact, Porsche will even build you one from scratch if you opt for its "factory one-off" service.

And if you want an off-roader like no other, Jaguar Land Rover will send you to its Special Vehicle Operations division, where buyers can visualize their dream wheels using Radio Frequency Identification. It reads color samples and then projects an accurate representation onto a full-scale model. It's also possible to have personalized graphics laser-engraved onto door handles and footplates or embroidered onto headrests.

It isn't only European marques that offer such a service, either – in exchange for a sum starting in the "low $400,000s", Cadillac, America's answer to Rolls-Royce, will build you a one-off example of its Celestiq electric flagship, the first of which was delivered in June.

The Celestiq is described as "the most advanced Cadillac ever" in terms of its technology, with features such as a four-zone smart glass sunroof, a quintet of high-definition interface displays and four-zone microclimate control.

But it's the bespoke element of this radical-looking "ultra luxury sedan" that's really the key. For the first time in decades, an American production car can be built almost exactly to an individual's requirements using a truly vast range of materials, finishes and design touches.

Just 25 such cars will be completed this year, with two produced per month thereafter. If you find yourself on the waiting list, you'll be invited to visit the spectacular, glass-walled Cadillac House in Warren, Michigan, where a personal concierge will take note of your Celestiq desires and help to expedite them.

And if you desire a similarly unique and patriotic two-wheeler to keep your Celestiq company in the garage, that can be arranged by legendary US motorcycle maker Harley-Davidson, which offers a high-end personalization service under its Custom Vehicle Operations banner.

Prospective buyers can configure a bike online, adding a wealth of custom parts that can send the base price of a range-topping Road Glide model from $45,999 to almost $60,000 in minutes. And that's before you've even looked at the thousands of other accessories. A Harley-Davidson decanter set for your boat's bar, anyone?

MAKE IT PERSONAL

Opinari's bespoke driving gloves come in a range of color and stitching combinations. *From $587, opinari-drivers.com*

The Bespoke Walton Short-Haul Suitcase features applique leather initials. *$3,195, anyahindmarch.com*

Tod's Gommino driving shoes are handmade in six to eight weeks and can be fully personalized. *From $930, tods.com*

PHOTOGRAPHY: COURTESY ASTON MARTIN; COURTESY PORSCHE; COURTESY FERRARI; COURTESY BENTLEY; COURTESY GENERAL MOTORS

Paris Photo showcases photography from galleries worldwide, including New York's Pace Gallery, which is currently presenting a Paolo Roversi exhibition featuring works such as his Anna, Tokyo carbon print

Picture perfect

The 28th edition of Paris Photo takes place at the Grand Palais this November, with showings from galleries from as far afield as Casablanca and Cairo. For anyone new to buying photographic art, the big hitters are here too, with Hamiltons, Pace New York and many more on the roster to show you the ropes, alongside up-and-coming exhibitors making waves in the art world. *November 13 to 16, parisphoto.com*

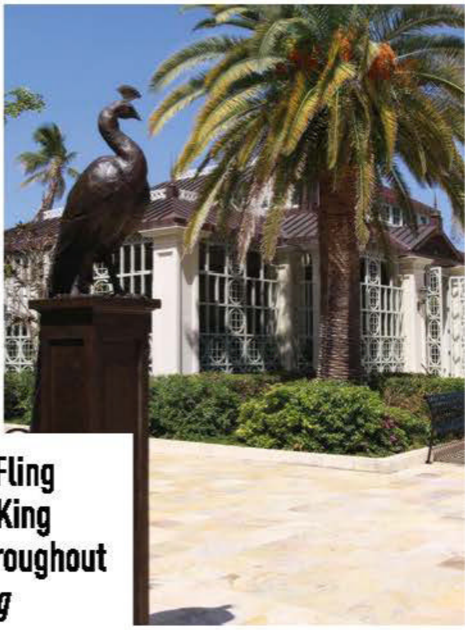
A FEAST FOR ALL

From Caribbean cuisine to florals in Florida, keep up to date with this month's openings and events

ISLAND TIME

Kick off the winter season with the ultimate culinary showdown at the Anegada Lobster Festival taking place across Anegada, the BVIs' "Drowned Island." Visitors can rent a Mini Moke to visit 13 beachfront restaurants where the archipelago's best chefs are cooking up freshly caught lobster in creative Caribbean style. Also on the cards? Live music, sunset parties and a chance to get up close and personal with the island's famous flamingos. ***November 28 to 30, bvifoodfete.com***

Below: the Philip Hulitar Sculpture Garden features 20 sculptures, including the Peacock Monument by Dan Ostermiller



BOOK IT The Society of the Four Arts in Palm Beach hosts its annual King Fling cocktail, kicking off the season and simultaneously raising funds for the King Library Collection. There's live music, wine auctions and more on offer throughout the evening in the Philip Hulitar Sculpture Garden. _November 7, fourarts.org_

A STILLA arrangement with white roses

Makes scents

US and Caribbean-based fans of STILLA's custom floral displays can breathe a sigh of relief, as the florist has opened a boutique in Fort Lauderdale. Purveyors of bespoke arrangements of real flowers that last up to a year, STILLA offers a 48-hour turnaround time from order to delivery and will serve boats around the region. *1003 SE 17th St, Fort Lauderdale, stillaflowers.com*

Right: Victor Bettendorf on Foxy de la Roque in Riyadh, 2024. Below: the Longines Spirit Flyback stainless steel and 18kt yellow gold watch, $6,850, longines.com

Jump start

The Longines Global Champions League heads to the King Abdullah Financial District in Riyadh for the finals, where the best of the best in showjumping are expected to compete for the title after a year-long world tour. The top ticket to watch is on the Saturday afternoon when competitors go head to head against the clock for half a million dollars in prize money in the Grand Prix of Riyadh. *October 30 to November 1, gcglobalchampions.com*

JUST CAUSE Some of the best names in superyachts are gathering in Fort Lauderdale this November for the 36th Annual Boys & Girls Clubs Yacht Rendezvous at the Pier Sixty-Six Resort. With boat tours, entertainment from Robin Thicke and a VIP guest list, the two-day event will raise funds for the Boys & Girls Clubs of Broward County. November 7 to 8, _bgcbc.org_

PHOTOGRAPHY: COURTESY OF THE SOCIETY OF THE FOUR ARTS; PAOLO ROVERSI/PACE GALLERY; COURTESY STILLA; LJUBA BUZZOLA; JENNIFER BALCOMBE PHOTOGRAPHY

Party pieces

Whether engraved, embossed or bespoke, personalized gifts make perfect party favors for friends and family

Sugarfina's 20-piece Signature Candy Trunks can be stacked with a bespoke selection of candy, from island pineapples and blue whale gummies to champagne bears and tequila chocolates. ***$225, sugarfina.com***

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SANTAL 26
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LINLEY

The Travels and Experiences Panama leather notebook in cerulean can be monogrammed with gold stamped initials to make each design personal. ***$95, smythson.com***

Crafted from leather and silk twill, every version of the Not Sleepy aviator travel mask is unique in its colors and patterns. ***$510, hermes.com***

The Linley Matchbox Sleeve comes in walnut with a nickel plaque — perfect for engraving with your friend's or boat's name. ***$165, davidlinley.com***

Giobagnara Naples playing cards are stored in a monogrammable cedar case fully covered in pistachio leather. ***$375, abask.com***

Le Labo's classic Santal 26 candles are handmade in the US and can be personalized with your friends' names on the label. ***$90, lelabofragrances.com***

Owners' Club

LIVING THE DREAM ON THE WORLD'S BEST BOATS

The interior of *Danzante Bay* was designed by H2 Yacht Design, and the sky lounge included custom pieces by Durante Furniture

FOR MORE INFORMATION ABOUT OUR EXCLUSIVE CLUB, EMAIL ownersclub@boatinternationalmedia.com

"My friends told me I was crazy"

The owner of *Danzante Bay* on the world-class resort he built in Mexico

THIS MONTH: *diving among icebergs on a circumnavigation / hiking beautiful trails in Mallorca / owning a boat that's a TV star*

EDITED BY Caroline White

>>

PHOTOGRAPHY: STEPHEN CRIDLAND

ON BOARD WITH

Owen Perry

The property developer fell in love with Loreto, Mexico, and reshaped a wild stretch of Baja into a world-class retreat. He tells *Cecile Gauert* his story of risk and success

BORN: RHODE ISLAND, 1960
LIVES: SAN DIEGO, CALIFORNIA
HAPPY PLACE: SOMEWHERE ON THE WATER AND IN THE SUN
AUTHOR OF: *PLAN E: HOW TO BE SUCCESSFUL IN TODAY'S WORLD*
CURRENT BOAT: 164FT *DANZANTE BAY*

DANZANTE BAY

It does not take long to fall under the spell of Danzante, the island in the Sea of Cortez near Loreto, Mexico. It's the place that inspired developer Owen Perry to create a resort and, as he likes to call it, "second-home destination" in a remote area of Baja California a couple of decades ago.

Danzante, one of five islands inside the Loreto Bay National Marine Park, is a prominent feature just off the resort he created. The name tries to say it all – it's called The Villa del Palmar at the Islands of Loreto by Danzante Bay.

Perry, who is intimately familiar with Mexico, danced with the idea for years to establish a foothold there. He studied the terrain from the road and the sea and revisited the site on the shore of the Sea of Cortez several times before he decided to go for it – just about the time that Lehman Brothers collapsed and, with the financial firm, the global economy.

The 164-foot *Danzante Bay* was built by Crescent Custom Yachts in Canada

"I did not sleep for two weeks," Perry recalls of that time, when he considered what to do with the project for which he already had permits.

The plan was ambitious, to say the least, as it required bringing all the infrastructure to the desert, including electricity and water (the nearby fishing village of Ensenada Blanca had no power until 10 years ago and relied on solar panels, a local told me). Local contractors in Mexico wanted the business and told him they'd work at cost, so he pulled the trigger anyway, breaking ground on what would become a 1,600-acre multi-use development – at the very moment the world was grinding to a halt. The first phase of the resort, with its multi-suite hotel, spa and

PHOTOGRAPHY: STEPHEN CRIDLAND; DOLF VERMEULEN; COURTESY OF OWNER

Left: the resort's first private villa, Danzante Casa Uno. Loreto offers the stunning scenery of the Loreto Bay National Marine Park

> **The plan was ambitious as it required bringing all the infrastructure to the desert, including electricity and water**

Danzante Bay, designed by Gregory C Marshall, began life as hull No 42 at Christensen Yachts in Vancouver, Washington

restaurants, emerged at the tail end of the global crisis, in March 2011.

The project also has an important luxury real-estate component with private homes and condominiums. Perry, who founded REmexico Real Estate (to advise investors on best practices in Mexico real-estate purchases), built the resort's first private villa, dubbed Danzante Casa Uno, where he would spend most of six years while the project took shape, on a hillside overlooking the resort and the glittering bay beyond it.

Kevin B Howard, the award-winning architect from Tucson, Arizona, Owen hired, is well-versed in desert spaces and gave the multi-story, 6,000-square-foot villa with infinity pool a half-moon shape and floor-to-ceiling windows for a full panorama from an open plan. While the home itself blends in with the surroundings, the craggy island of Danzante (an important cultural and natural site inside a national marine park teeming with life) thrones in the middle of the vista beyond the earth-colored hotel towers. A terrace to the side overlooks the putting green of the spectacular 18-hole Rees Jones-designed golf course, which eventually became part of the plan.

"My friends told me I was crazy," Perry says, which is a bit of a theme with him. He told me the very same thing when we discussed the other *Danzante Bay* in final stages of construction a couple of years ago – his 164-foot Crescent yacht, delivered in late 2023. After looking for a while for a yacht on the brokerage market to succeed a 108-foot Horizon he had for years, he bought an unfinished hull from the defunct Christensen yard and sent it to Crescent Custom Yachts in Canada to finish it to his requirements. *Danzante Bay*, the yacht, was the yard's biggest project and the largest yacht yet built in Canada. The project began in earnest, and then

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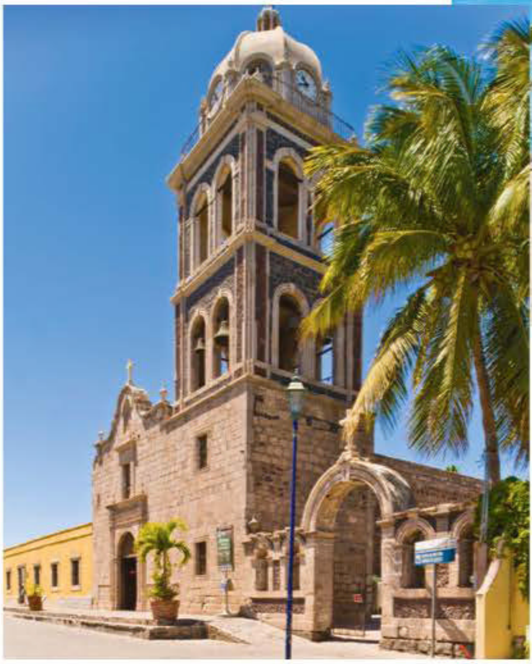
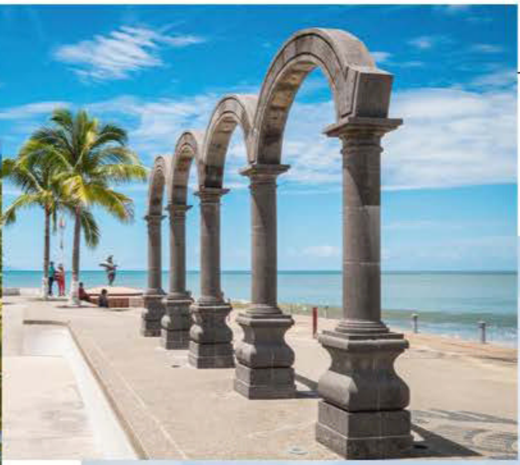
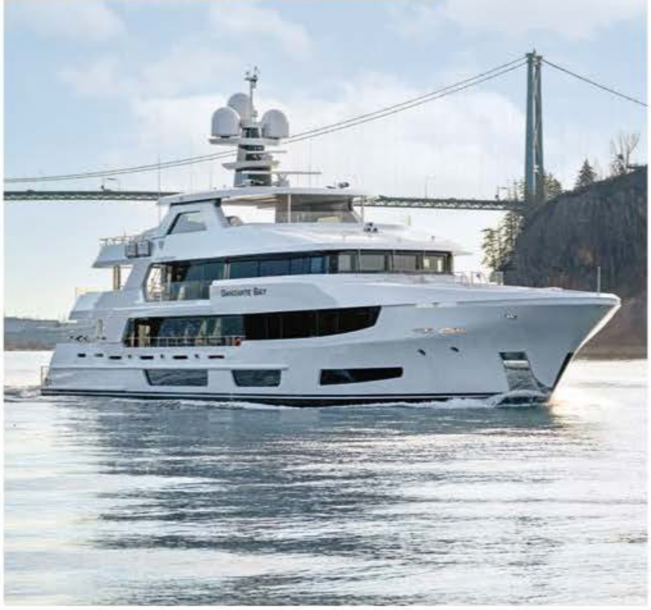






the Covid-19 pandemic threw a wrench in the global system: no more travel to or from Canada; shipment delays, and bottlenecks. The project crept forward.

He stayed the course, the yard stayed the course and last spring, after some final interior fine-tuning and after Perry approved of a professional crew, *Danzante Bay* was ready to cruise from Baja to Alaska via San Diego, Owen's home port in the US. Why he stayed the course through a tough period on planet Earth, he says, is twofold: his background as a developer and the uncertainty surrounding his upbringing.

"My generation went through nine or eleven crises, you know, including the Great Recession and the pandemic. I didn't dwell on that. I just said, okay, what can we accomplish today, and I kept doing that every day. And then pretty soon we started getting some momentum again."

That's a lesson this entrepreneur – who left home a young man without a college education to seek sunshine and work – has repeatedly followed during his life. He even wrote a book about it to inspire people starting out or stuck in one place, titled *Plan E: How to Be Successful in Today's World*. If at first you don't succeed, try Plan B, C, D and E is one of the book's overarching lessons.

Perry is one of those widely successful self-made mavericks whose stories sustain the American Dream culture. Leaving behind a factory job and gray winters in Rhode Island, he started his hospitality career as a commission-based timeshare salesman for a company in Waikiki, Hawaii. He became a business owner in 1985 (when he co-founded the Villa Group with two associates), and the group now encompasses a dozen vacation resorts in Cabo San Lucas, Cancun, Loreto and Puerto Vallarta (where Perry fell in love with Mexico), under the Villa del Palmar brand.

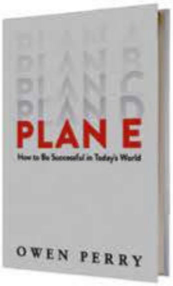
Above: the 164-foot Crescent *Danzante Bay* has visited the Baja Peninsula. Above left: the first mission in Mexico, Nuestra Señora de Loreto Conchó, and Los Arcos del Malecón (top right) in Puerto Vallarta. Below: Perry's book, *Plan E: How to be Successful in Today's World*, was published in 2023

He didn't quite know where Puerto Vallarta even was – but once there, he never looked back

"I grew up in the smallest state in the country, Rhode Island. My father was in the Navy. We were six kids, so we never took a real vacation. At 19, I decided I needed some adventure, so I went to Hawaii and started this promotional job, got into real estate, got into fractional ownership with Hilton, then got an offer to go to Puerto Vallarta."

He was reluctant to leave Hawaii, where he'd fashioned a career in marketing after five years, and didn't quite know where Puerto Vallarta even was – but once there, he never looked back. He loved the cobblestone streets, the feeling of community with the residents, and the warmth of the people and the weather.

But a developer needs to develop. A decade or so after the Villa Group's first project in Puerto Vallarta, they



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cast their attention on a sleepy outpost at Land's End on the Baja Peninsula, called Cabo San Lucas, which was a fishing outpost then.

He was part of the movement that transformed Cabo from a "fishing village to a golf Mecca – there are 25 golf courses now," he says. He estimates there were around 8,000 people when he got there. The population ballooned over the years (it was around 202,000 in 2020), and Cabo is now Mexico's third most popular tourist destination after Cancun.

For the past two decades, Cabo has attracted celebrities and well-to-do Americans, particularly from California and Texas. Perry, who opened a bar in Cabo in the early 2000s, met many musicians, including Don Felder of the Eagles. A decade or so after they met, Felder accepted Perry's invitation to come play for the inauguration of the Danzante Bay golf course in 2017. That golf course – an immaculate carpet of groomed grass unfolding through rocky hills, natural brush and cacti – extends from the beach to the summit, where the Par 3 hole 17 overlooks the Sea of Cortez. The PGA chose it to be a very special Tournament Players Club (TPC) course, which has earned numerous accolades in a short time.

Above left: a private villa at the resort. Above right: the Rees Jones-designed TPC Danzante Bay 18-hole golf course. Center: Don Felder of the Eagles with the *Hotel California* album sleeve

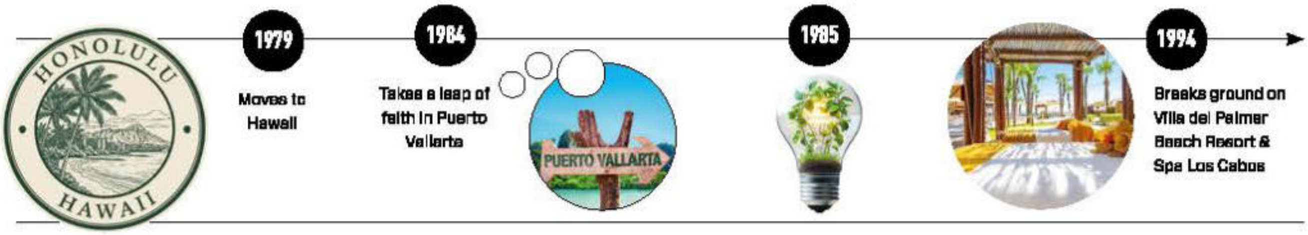
Perry is a successful self-made maverick whose stories sustain the American Dream culture

Who could have dreamed this, driving along Highway 1 where the traffic is scant and the Gigante Mountains cast their rocky shadow over a few fishing outposts? Perry did.

Always a marketer, he started promoting the golf course before it opened – and when it was ready for its public unveiling, he got Felder there along with a group of sports writers for a weekend extravaganza. It was a bit tongue-in-cheek as well. The Eagles sued a hotel in Todos Los Santos for marketing too heavily its Hotel California name and fueling a rumor that it was where the band wrote its famous 1976 hit song.

PHOTOGRAPHY: ADOBE STOCK; ROBIN STANCLIFF PHOTOGRAPHY; BOBBY BANK/WIREIMAGE

Owen Perry timeline



1979 Moves to Hawaii

1984 Takes a leap of faith in Puerto Vallarta

1985 Establishes the Villa Group

1994 Breaks ground on Villa del Palmar Beach Resort & Spa Los Cabos

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Camping under the stars on the island of Danzante with his children is one of his fondest memories

Fireside at Danzante Casa Uno (above left) and dolphins (above right) in the Sea of Cortez, which is home to 21 different dolphin and porpoise species

Even before Loreto, Perry spent the better part of two decades working non-stop, but eventually learned he needed to relieve stress – particularly when he found himself at the head of the business solo, at the time the company was opening resorts in Cabo. He picked up tennis, running and golf. It was also around that time that he investigated buying his first big boat. He bought a used 88-foot Knight & Carver in Newport Beach. By his own admission, he was "not a yacht guy," but had always had an affinity with the sea.

"I've always been by the ocean and on boats," he says. "They called [the Knight & Carver] the Star Trek boat at the time because it had an inverted windshield compared to what the boats were at that time."

That "Star Trek boat" (named *Altamar* then) proved useful to get a sense of the topography around the land he was seeking to develop, and he started to appreciate what being on a boat for extended cruises could do. Eventually, he bought the bigger Horizon, *El Mirar II*.

"My kids grew up with it and we've been everywhere – the Bahamas, Jamaica, Puerto Rico, all throughout Mexico, all through the West Coast."

He cruised around the national park in the Sea of Cortez, enjoying the company of dolphins. "We call it SeaWorld without the pen," he jokes.

Camping under the stars on the island of Danzante with his children is one of his fondest memories. By then, he'd fallen under the charm of the sleepy town with a Spanish mission that once was the capital of the Californias, and he had wagered a good deal of his success on attracting tourists and investors to a nearly deserted stretch of Baja California – a bold move with no guarantee of success.

But slowly and surely, Loreto's reputation is growing. The small airport – once under a palapa but now with a solid roof and air conditioning – receives regular flights from multiple destinations around Mexico and the US. The resort is collecting awards – proudly displayed on a massive table in the breezy lobby – and investors and wealthy retirees are buying the handsome custom homes that begin to dot the property, where a new beach club has recently opened for residents.

Perry has put his own custom home up for sale. He very much enjoyed the place for family reunions, but now that the resort is off and going, he enjoys seeing more of the world from the water – which is why he built *Danzante Bay*, the yacht. This summer, he went back up to the Pacific Northwest, Canada and Alaska.

What's next for him, I ask?

For now, as he tells me his story from the yacht about to cast off, it's the next port of call on a multi-week cruise. Real-estate projects are still looming, but he has his eyes peeled on the nautical charts for his immediate future. □

PHOTOGRAPHY: ROBIN STANCLIFF PHOTOGRAPHY; DOLF VERMEULEN; ADOBE STOCK

2007

Buys his first yacht, an 88-foot Knight & Carver

2010

Moves on to a 108-foot Horizon named *El Mirar II*

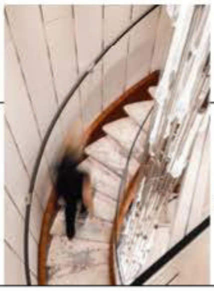
2011

Opens phase I of Villa del Palmar at the Islands of Loreto by Danzante Bay

2017

Grand opening of Danzante Bay golf course

2023



Takes delivery of 164-foot Crescent *Danzante Bay*

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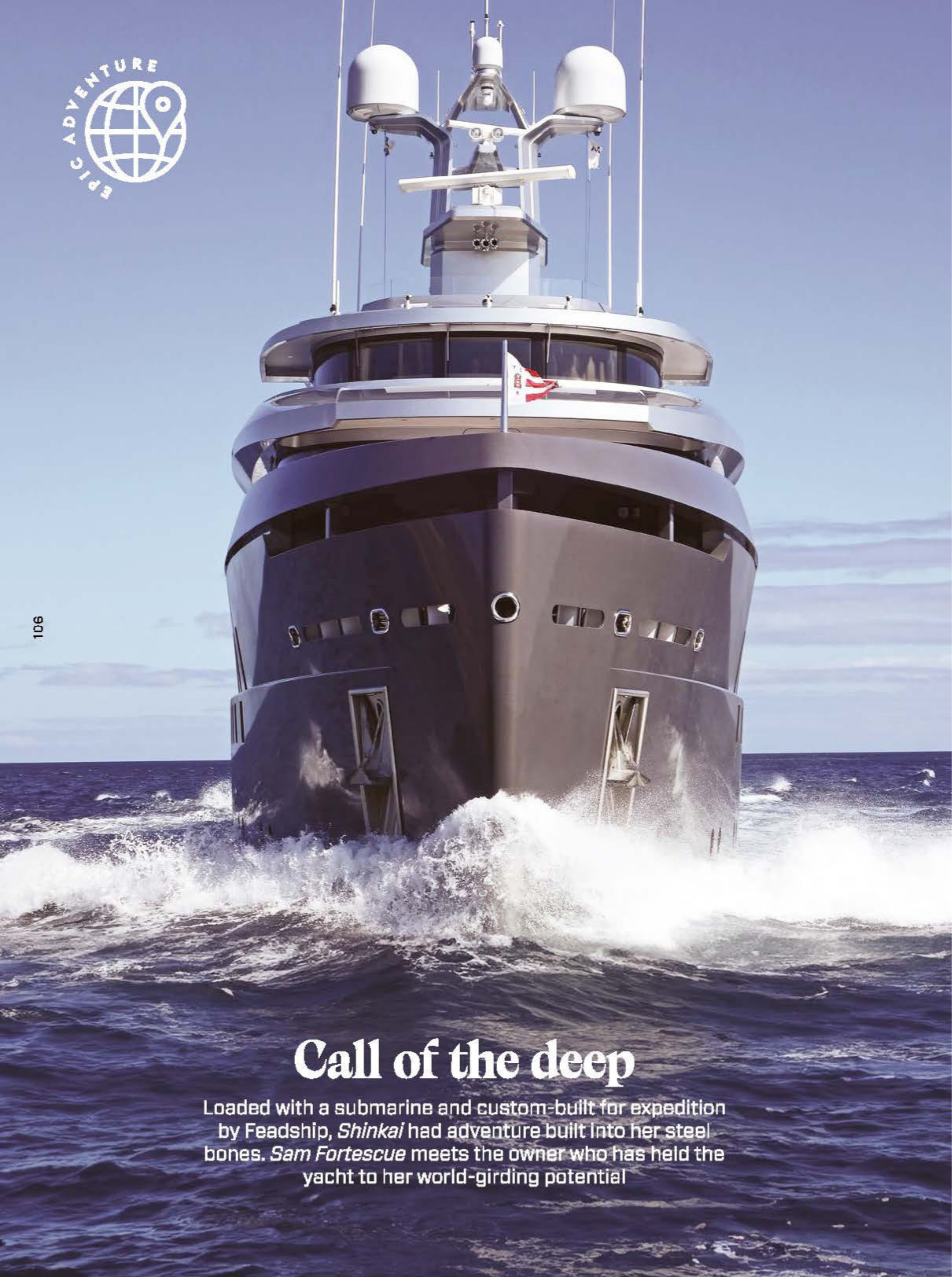
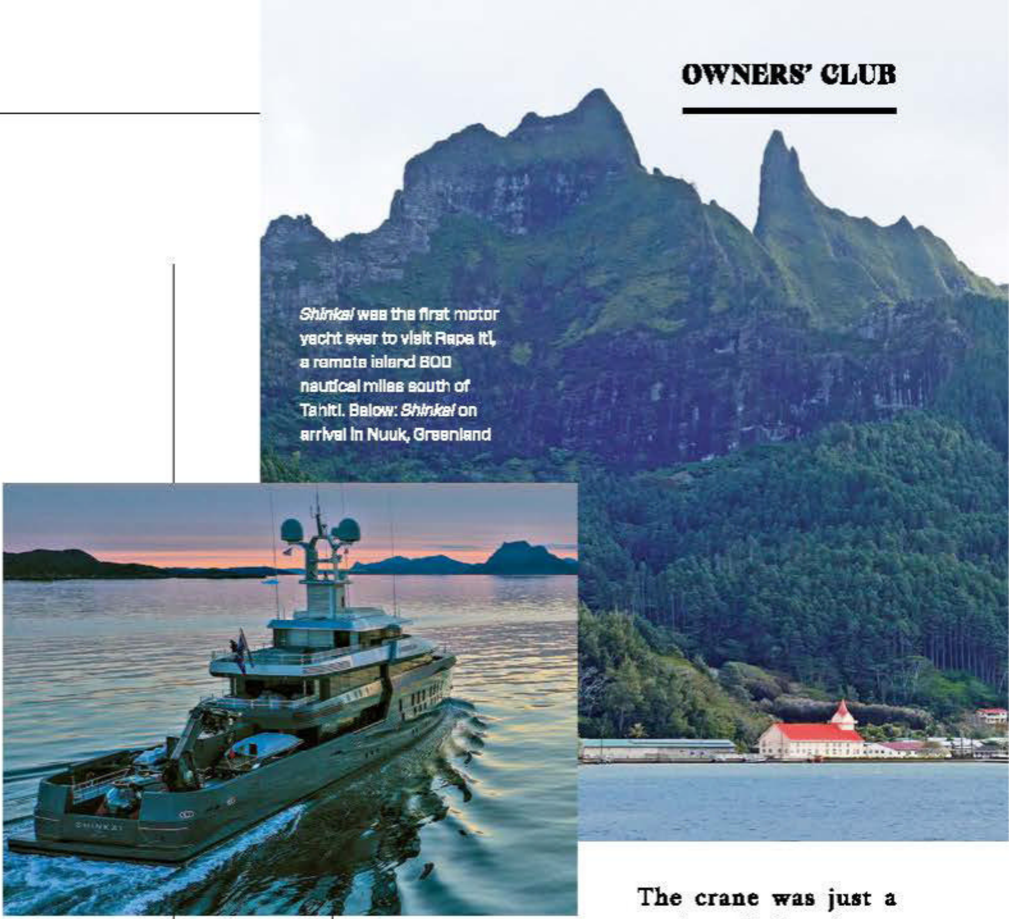


Call of the deep

Loaded with a submarine and custom-built for expedition by Feadship, *Shinkai* had adventure built into her steel bones. *Sam Fortescue* meets the owner who has held the yacht to her world-girding potential



Shinkai was the first motor yacht ever to visit Rapa Iti, a remote island 800 nautical miles south of Tahiti. Below: *Shinkai* on arrival in Nuuk, Greenland

Circumnavigation is the dream of many a yacht lover, but few have the opportunity or the experience to build a full-custom Feadship to achieve it. Still fewer undertake the route followed by the owner of the 180-foot *Shinkai* and his family. Passing through the fabled Northwest Passage, they closed the loop on the land mass of the Americas, circling Canada to the north and Patagonia to the south.

Shinkai was conceived for nothing else by a man with decades of yachting experience under his belt. The project began in 2017 with a conversation with Vitruvius designer Philippe Briand, famed for his highly efficient, low-profile explorer yachts. He included an extra owner's deck to the yacht, which otherwise displays his trademark no-nonsense lines. However, the design process really began with something far more elementary.

"I was growing older, and I feared I couldn't scuba dive safely anymore. On the other hand, I had 12 grandchildren who are just a bit too young to start scuba diving. I thought to myself, isn't this the right moment to have an explorer yacht with a submarine – useful for me and my grandchildren? And that's exactly what we did."

And it wasn't just any submarine. This was a three-passenger submersible built by U-Boat Worx in the Netherlands. It could descend to 1,575 feet to observe bottom structure, corals and marine life and stay down for up to 16 hours.

"We began by working out the characteristics of the submarine – it was the first visit we made at the 2017 Monaco show," Briand remembers. "That certainly influenced the design, but at the same time, the owner wanted to retain the superyacht side of things."

Further design requirements flowed from the submersible. As it weighed 6.3 tonnes, there had to be a deck crane and a safe space to lash it down for oceanic crossings and a system allowing for stability when the sub was launched and recovered in deteriorating conditions.

The crane was just a question of choosing a heavy-duty knuckle boom-type hydraulic system from Palfinger. Briand's design allowed for a reinforced well in the aft deck into which the submersible could be lowered. The stability issue was more complex, and led the team toward a groundbreaking gyroscopic system, weighing 23 tonnes all-told and devouring 109kW of power at startup.

"Does the gyro do its job? Well, yes and no," the owner says thoughtfully. "It works very well at speeds up to 10 knots, and at zero speed, stabilizing the yacht for launching the sub. But crossing from Edinburgh (Scotland) to Bergen (Norway) at the start of *Shinkai*'s voyage, the sea became pretty rough. Suddenly, the gyro stopped working, and the boat took 40 degrees of roll at that moment. The sub broke its lashings and started banging left and right, quickly causing damage to the yacht and to itself. We needed to spend almost a year in repairs.

"That was quite a surprise. I thought that if the gyro reached its maximum activity, it would keep working at maximum rate. We discovered that it's not the case: there are a number of cut-outs for safety reasons. At the worst moment, the damn thing decided to stop, and that cost us a lot of money and the loss of one year in our cruising plan."

Shinkai limped back to Feadship for repairs and the addition of conventional fin stabilizers for use at higher speeds. "We had planned for this eventuality quite early in the build, leaving the necessary space for fin stabilizers and installing the necessary hydraulic capacity," Briand says. The submarine also

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"A tender tour of Disko Bay is on the shortlist of the 10 most amazing things you have to see in the world"

had to return to its builders, and that was not straightforward. None of the local haulers in Bergen would accept the commission because they believed the yacht was Russian-owned. It didn't matter that the owner could prove otherwise, because the idea had taken root on social media and the rumor mill was in full swing.

"It all began when we were alongside in Edinburgh," the owner says. "A Scotsman thought we were a Russian boat belonging to someone in the KGB and came on to the dock and started shouting at us. He had mixed us up with another yacht, which was in port around the same time. He also seemed to think that 'Shinkai' was a Russian name, which of course it isn't. It means 'deep sea' in Japanese.

"This story followed us to Norway, and then all over the world. When our crew wanted services such as refueling or renting a truck, they met refusal. When we arrived in Hawaii, it was the same thing." He has this advice for other European yacht owners. "Don't let one single stupid story get published about your boat without challenging it, because it will follow you around the world."

With repairs made, the yacht was able to pick up the challenging itinerary for which she had been created. Greenland's west coast was the first stop, and the owner rhapsodizes about the experience. "A tender tour of Disko Bay is on the shortlist of the 10 most amazing things you have to see in the world – and I've been to about 125 countries. Big glaciers calve there and in this bay, you see a huge number of big icebergs, which all have the weirdest shapes. We spent several days there!"

At such high latitudes, the submersible's launching system comes into its own. Passengers can board directly from the mothership's main deck, in comfort and perfect safety. There's no need to risk clambering into the sub from the tender in seas so cold that they can kill in minutes. That said, the owner has mixed reports of the underwater world here.

"Frankly, we saw almost nothing at high latitudes," he says. "We saw krill, some tiny shrimps. We did dive

Above: *Shinkai* in Ponta Delgada, Azores. Top: Torres del Paine, Chile

Right: *Shinkai*'s mast was designed to house the elevator for sundeck access. Below: launching the submersible. Bottom right: Disko Bay, Greenland

among the icebergs, which is considered dangerous, because they can flip over without warning. That was beautiful. But there was surprisingly bad visibility."

Built to withstand young ice, *Shinkai*'s hull meets Ice Class notation, and the yacht has been assessed for the Polar Code. "That means the steel plates of the hull are heavier than usual, with reinforcement around the waterline," Briand explains. "The original plan was to be capable of doing the Northeast Passage, but that didn't come off because transportation of a submarine would not be allowed along the Russian coast. Due to accelerated global warming, the Northwest Passage, carried out at the right time, is no longer an adventure. We had no ice sheets to cross or other difficulties." It nevertheless could have been useful because growlers and bergy bits can still clog the Lancaster Sound and the Prince of Wales Strait in summer.

Hopes of observing the timid narwhal were buoyed by having one of the world's foremost experts on the creatures aboard. Not only was Dr Martin Nweeia a font of wisdom regarding the "unicorns of the sea," he had also followed them every year for decades and knew where they were likely to be found. Alas, even the best-laid plans sometimes come to naught, and the narwhals remained out of sight.

Although the owner doesn't rave about this section of the voyage, he and his family were at least extremely comfortable. Two master cabins with king-size beds and adjoining offices occupy the forward section of the upper deck, where the wide windows give phenomenal views. There is direct access to a private foredeck cockpit for observation and an impressive dining area aft – both indoor and outside. Four further guest cabins are on the deck below. The styling inspired by Japanese Zen is functional and elegant, using natural colors and materials to create a homey environment where guests can spend long periods in comfort.

With the aft deck given over to storing the sub, a Land Rover in a protective container and the 26-foot limo tender, there is space for only a modest bathing platform at sea level. Swimming and sun-worshipping activities happen higher up aft on the bridge deck, where there is a plunge pool surrounded by sunpads. Another stand-out feature crowns the superstructure. "The mast was designed to house the elevator, thus enabling all guests to visit the sundeck and enjoy the views while traveling," Feadship's chief commercial officer Bas Nederpelt explains. "The yacht is truly

PHOTOGRAPHY: GETTY IMAGES

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They closed the loop on the land mass of the Americas, circling Canada to the north and Patagonia to the south

custom. The owner was very much involved with the technical side but together with his wife, they really created the interior to their requirements."

Shinkai steamed on west to Alaska, dropping off the owner to return to Europe before turning south through the Aleutian Islands. Drawing on her impressive range of 5,500 nautical miles, there was no pause until Hawaii. The owner flew out to join the boat again for this section. He describes the diving here as fair, but not world class. "The prettiest island is Kaua'i in the north, particularly the Napali Coast in the west, which is absolutely stunning," he says. "Its rocky coast was part of the *Jurassic Park* film set."

If locals here didn't warm to the presence of a large yacht, it was a very different story at the other end of the Pacific, on the remote French island of Rapa Iti. It took three days by sea (the only way to get there) to reach the tiny speck 600 nautical miles south-east of Tahiti. The island is the tip of a volcano covering just 15 square miles in area and is home to 450 people.

"We were the first motor yacht to reach the island ever," the owner says. "If we hadn't made contact before through an anthropologist, we wouldn't have been authorized to go. But we made friends with the mayor and arranged visits for the school to the boat. We also brought them things they needed from Tahiti."

The people here live a traditional life still, with the mayor deferring decisions to a council of elders. They have internet access, phones and television, but there is no hotel and they recently refused funding to build an airstrip. A supply boat visits every two months from Tahiti, with people surviving day to day on limited farming and the weekly catch. They declined an offer for a more regular supply.

Shinkai's submersible went on a mayor-approved mission to try to find evidence of an artifact revered among the islanders. "There was a story of an ancient tiki [a religious statue], lost in deeper water at the mouth of the island's lagoon," he says. "There were reports that it was untouched by seaweed or coral,

Right: the master suite. Below right: the Rapa Iti coastline in French Polynesia. Left: the owner invited the local school on board in Rapa Iti

Above: *Shinkai's* salon features natural tones and materials with an emphasis on comfort. Opposite page, top: Cidades Lake in Sao Miguel, Azores. Far left: the Napali coast on Kaua'i's north shore in Hawaii

which indicated that the tiki was still alive and had powers. We were given permission to look but not to move it. Unfortunately, we found no trace."

More than 3,500 nautical miles of empty ocean beckoned before the next landfall near Puerto Montt on the Chilean coast. The owner was eager to see a little of the wild splendor of Patagonia before rounding the southern tip of the continent and head back to Europe.

"Honestly, it was even more beautiful than I expected," he says. "We were in the Torres del Paine National Park – this area is amazing for scenery. You can reach big mountains with the yacht through the network of rivers. We were in a place called Puerto Natales, where hotel bookings must be made a very long time in advance because the good ones are busy."

Here they marveled at high, snow-covered mountains plunging into deep fjords, waterfalls cascading over cliffs and abundant wildlife.

The Cordillera of the Andes fragments into thousands of rocky islands and islets that make navigation complex. Nevertheless, *Shinkai* wove her way south through the main channels to reach the Strait of Magellan and the south Atlantic, cutting off the wild waters of Cape Horn.

They made stops up the eastern seaboard for fuel and provisions, but the main goal was to reach diving sites in Brazil. First was Paraty, near Rio de Janeiro, where fresh rumors caught up with *Shinkai*. Here, local press ran a story about how the yacht was searching local wrecks for gold and precious porcelain. In no time, the coast guard came knocking.

"In Brazil, the coast guard is part of the navy. Every 48 hours, they would come on board and search the boat completely for treasure," the owner says with a trace of the bitterness he must have felt. "They would shadow us when we moved and drastically reduced the locations that we could dive with the sub – mainly just sandbanks, no fish and of course no gold!"

The treasure-hunting rumors pursued them as they steamed far offshore to reach the little visited island of Fernando de Noronha. At first, the local authorities were very suspicious. "I had to invite the head of the national park and her assistant on board for a dive," the owner says. "Then finally they mellowed and understood that we were not there to steal gold or antiquities."

Just the Azores now stood between *Shinkai* and Europe. Looking back on the voyage, it's clear to the owner that some of the fondest moments were those completely unscripted and unexpected – such as Rapa Iti, home of the kindest people one can imagine, or diving among the icebergs. And as the yacht prepares for its homecoming in Europe, the owner's mind is already running ahead to his future circumnavigations on other oceans. He yearns for the deeper waters the yacht is named after, so his gaze is turning east to Indonesia and the Philippines. □

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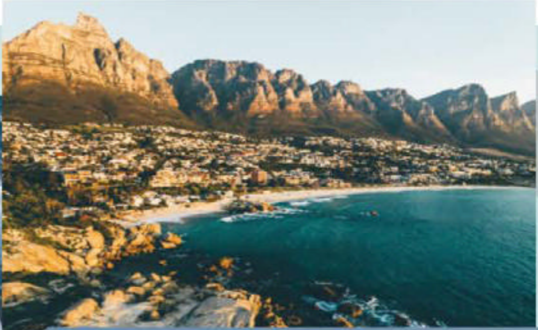


MIKE FISHER

Yacht: *Brigadoon*
Length: 119ft
Year: 2018
Location: Mallorca

How was your summer on the boat?
It's still going! I'm sitting here on the back of *Brigadoon* looking out over the Mallorcan mountains and it is a glorious day. We've been on and off the boat since Easter, spending weekends aboard as well as five weeks over July and August. Our routine is pretty fixed: we go for a long walk in the mornings and then play around in the water in the afternoon. We love bringing friends and family down to the boat, since everyone is so busy it's hard to spend quality time with them in London. It's been a very South African summer — we spent a lot of years there and made some great friends, who have been on the boat with us, and now all our crew are South African as well.

What is it about South African crew?
Having lived in South Africa for so long, it just feels like home. We share much of the same humor, music and food. I went to South Africa for a wedding recently and brought the crew back lots of what they love, like biltong!

You spend a lot of time in Mallorca...
We love it, and always find nice bays to anchor in without many boats. If we go to Italy or Sardinia, it always seems very crowded. The walks here are beautiful, too, and we enjoy finding new trails, often hiking for two or three hours.

Is that to balance the food and wine intake?
That's the problem; we have such an amazing chef, it's hard not to overindulge. All restaurants are disappointing compared to what he can prepare. And, to be fair, we get through a fair bit of wine. Our captain is ex-military and a fitness fanatic and came out the other day with some bags of sugar and told us this was how much sugar we had consumed through wine recently. But our policy is: the best food, the best wine and the best time. We love themed nights on the boat and like to eat cuisine from all over the world. And we have a huge dressing-up box and encourage everyone to get into the spirit of the evening. We like to have fun — we've got a 90-year-old on board with us at the moment and he's been out on the jet ski racing around.

What's your guest policy?
It's less of a policy but we find that three days is the sweet spot. Sometimes we break that rule and have people on for longer. We take great care in putting our guest groups together — you've got to find people who'll mix well. But by now everyone knows each other. We had my niece's boyfriend on board recently who's an expert in nanotechnology, so it was fascinating to hear what's going on in that field.

KIM VIBE-PETERSEN

Yachts: *Q* and *Parsifal III*
Lengths: 171ft and 177ft
Years: 2008 and 2005
Location: Monaco

How was your charter season?
Very good. *Q* is a very popular yacht and we maintain her to the highest standard. She spent the summer chartering in Portofino, Capri and the Amalfi Coast. Our other yacht, *Parsifal III*, has been in the shipyard for a year. We're doing lots of work on her as part of her 20-year survey and she'll come out like a new boat. She has been used for multiple seasons of *Below Deck*.

What's it like owning such a famous boat?
I never thought the show would be as big as it got. When we're on *Parsifal*, we get a lot of attention — people think we're part of the show, so they come up and ask us questions about certain people. We don't watch the show so we've got no idea what they're talking about! I think the boat's done 10 seasons of the show, which is wild. And it's watched by five million people a week, or something like that. Our old captain, Glenn, is now a rock star. The other question people always ask is: why did you do it? I'm always honest — I did it for the money. The production company paid us very well for using the boat.

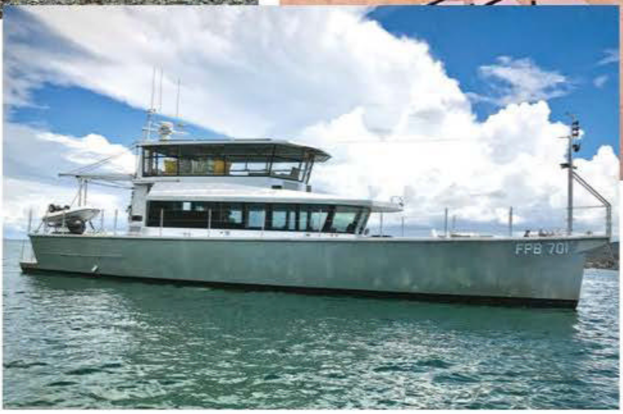
Are you heading across to the Caribbean?
By the time people read this, *Q* will already be there. We're looking forward to getting down there and spending some time on board between the charters. I know there's been some talk about an indifferent charter season, but we're not feeling it; we already have weeks booked for summer 2026! If no one takes the boat for Bucket week, we'll race on her. We love the Corinthian class as we don't want to have 20 race crew. It's much more fun with friends and family.

Members' Logbook

Living the good life in Mallorca, and what it's like to own a famous yacht

PHOTOGRAPHY: OMAR EAGLE ON UNSPLASH.JPG; GETTY IMAGES; JEFF BROWN/BREED MEDIA; CARLO BORLENGHI; CAMPER & NICHOLSONS INTERNATIONAL MEDIA; COURTESY OF OWNER

MAP JING ZHANG



MY LIFE IN BOATS

The Creightons

The veterinarians-turned-explorers tell *Kate Lardy* about 18 years cruising some of the planet's most remote areas

We were captivated by the cruising lifestyle. When we built our first boat in 2006, we were both still working full time. We sold our house, moved aboard our 53-foot Selene trawler and learned as we went. We took courses, joined a yacht club and every weekend when the weather was fine, we'd go from the marina in Ventura, California, to the Channel Islands National Park and anchor out. After we retired we couldn't wait to take off.

At first, our goal was just coastal cruising, but we found that we loved it a lot more than we thought we would. So we got more ambitious and decided to cross oceans. We then started looking for an expedition-style boat with longer range that was a little more bulletproof. That came in the form of the (Dashew Offshore) FPB. We built an FPB 64, which we picked up in New Zealand in 2013. What we failed to appreciate when we bought it is that it's really well suited for comfort and safety not only on a long passage, but also at your destination, for things like deploying and retrieving your dinghy and water toys and ease of access for maintenance. So after five years cruising the South Pacific to Thailand, we returned to New Zealand to get a bigger version of the exact same boat, an FPB 70, which we cruised from Indonesia to Palau to Japan and across to Alaska.

We named both FPBs *Buffalo Nickel*. We were riffing on the metal theme, because a prominent feature of the FPBs is the unpainted aluminum hull. We know "buffalo nickel" makes no sense, because the boat's not nickel. But we're of the age that when we were kids, we would occasionally get a buffalo nickel as change, and it was always extra special, like a lucky charm or a totem. When we realized we both had that memory, it just felt right.

For us, a boat is a tool to go to remote places. We wanted to see other cultures and how people lived. We could do that even in places like Mexico – rural, coastal Mexico is hard to reach if you're not on a boat – and we learned you could live quite nicely on a motor yacht while enjoying these more inaccessible areas. Over 18 years, we cruised a total of 53,000 miles. We would anchor off a village and go ashore, not having any idea of what we would find, and we were always welcomed. We never went to any place we were not welcome.

A lot of people asked us how we could spend so much time halfway across the world from our grown kids. What we found was instead of having a lot of quantity of time together, we had amazing quality time when we made lifelong memories for us and for them.

Every day, we are asked about our favorite cruising ground. That's always a challenge to answer because, amazingly, we never found any place that wasn't an absolute thrill and delight to cruise in. Two highlights, though, were Indonesia and Fiji. We spent a couple of years in Indonesia, but never in places like Bali. There are thousands of islands and we went places where they'd never seen a power boat. And Fiji was a surprise. We had seen the picture-perfect postcards of sandy beaches and palm trees. But we pictured high-rise resorts and crowds alongside that, and it was not like that at all. It was easy to get off the beaten path. The experience was just magical.

After almost two decades, Valerie and Stan Creighton have swallowed the anchor, and their FPB 70 *Buffalo Nickel* is lying in Vancouver, British Columbia, for sale through Fraser

PHOTOGRAPHY: COURTESY OF OWNERS

LALABE
LOA: 35.31m
BEAM: 8.40m
TOP SPEED: 17kn
ENGINES: 2x 1450hp

THE RHYTHM OF LIFE

Everything from the waterline up on the delightful all-aluminium tri-deck superyacht LALABE has been custom-designed by Guido de Groot. A rich focus on outdoor leisure spaces, including a large swimming platform, is incorporated within an elegant explorer-like look. Safety is at a premium in this multi-generation family yacht with high bulwarks on the side decks, and smart colour separations instead of open railings. The rhythmic lines, complex surfaces and sculptural elements will be as relaxing to the eye as the lifestyle onboard.

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The crowned Princess

Celebrating 60 years in business, Princess Yachts forges ahead with a new vision, new models and cool new tech to help owners visualize their next boat

A banner 2025 season

The 2025 show season was a banner one for Princess Yachts. As the company celebrates its 60-year anniversary, it is building upon sound financial stabilization and showing a clear vision for the future, announcing a new line of outboard models as well as a return to the superyacht market. After a busy season of boat shows in Europe, the British brand isn't resting on its laurels and has planned a full lineup for Fort Lauderdale. With a slight advantage over its European counterparts – thanks to lower tariffs applied to its British-made boats – Princess is returning to Fort Lauderdale with a 10-yacht lineup showcasing models across its range of flybridge yachts and sports cruisers.

Roots and legacy

Princess founder David King was in the navy before he came up with the idea of chartering boats out of Plymouth in the UK, and he got into business with two friends. They initially looked for a boat to buy, but, horrified by the price of boats on the market, the partners decided to build instead. They sold the first boat and then a couple more, and before long they became boat builders. With a reputation for design and engineering excellence, the brand grew and today Princess yachts can be found in marinas across the globe.

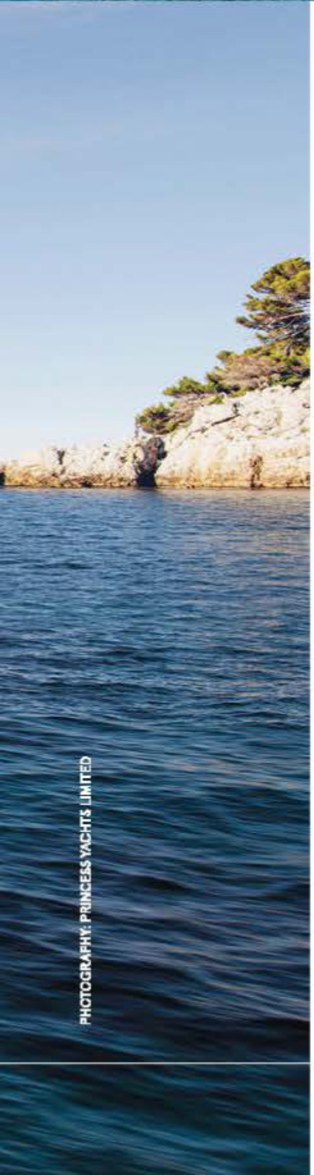
Growth in the Americas

In the US, Princess Yachts has carved a niche with a reputation for high-quality, elegant and sophisticated boats and yachts. The business grew after the British company struck an agreement with a solid US-based partner in 1995, taking off in the region spanning North America to the Caribbean. In 2011, the former Viking Sport Cruiser moniker under which the Princess yachts were sold to American customers disappeared, and Princess Yachts America was born.

Below: the C48, a new model revealed in September 2025, is the first in the C Class range and marks the first time Princess Yachts chose outboard propulsion

MARINE PROJECTS LTD

"WE WANT TO LET OWNERS SEE WHAT'S POSSIBLE, NOT JUST IMAGINE IT"



PHOTOGRAPHY: PRINCESS YACHTS LIMITED

From the 1970 Princess 32 (right) to the configurator (above) that allows clients to visualize their new yacht, Princess Yachts has a long history of evolution, embracing current trends while prioritizing performance

Design innovation and digital tech

Over the years, Princess Yachts has shown itself to be innovative. In more recent years, it invited designers such as the internationally recognized design house Pininfarina to help evolve its design, collaborating with industry-renowned and long-time naval architect partner Olesinski, and it continues on this path fusing performance, elegance and digital experience across all stages of boat ownership.

Recently, to improve owners' experience, Princess worked on a cutting-edge 3D configurator to allow clients to take a virtual tour and visualize their new yacht before they buy it. Displaying physical options such as hardtops, wet bars, and furnishings and finishes, such as wood veneer and fabrics, the new program allows buyers to visualize their boat instantly in a pleasing photo-realistic digital environment, transforming the commissioning process.

Princess Yachts CEO Will Green said, "We want to let owners see what's possible, not just imagine it."

The C Class: embracing outboards

In September 2025, Princess formally revealed the C48, the first model in its new C Class range, inspired by the increasingly popular center consoles. It marks the first time Princess has embraced outboard propulsion as a core option.

The C48 will debut in Fort Lauderdale in 2026 with full-scale production to follow a few months later. In its Open version, this attractive day boat will be offered with triple Mercury Verado outboard engines (400-horsepower V10 or 600-horsepower V12), which will allow it to make a top speed beyond 50 knots. A twin Volvo Penta D6-480 inboard diesel setup will also be available for a more traditional cruising experience (around 33 to 35 knots).

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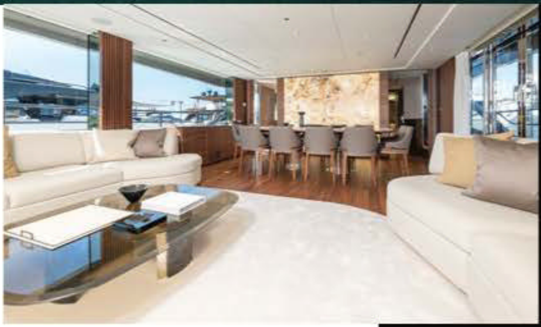
The design includes a patented SVVT (Stepped Vee Ventilated Tunnel) hull structure, developed with American naval architect Michael Peters, to optimize hydrodynamics, reduce drag and preserve handling at high speed.

The layout will offer a walkaround deck, convertible sunpad/sofa, cockpit galley, dayhead, an aft owner's cabin and options for a lower galley or a forward cabin.

Princess will position the C48 as a "center console/yachting hybrid" – blending open performance with the same high level of finishes and lifestyle features associated with all Princess yachts.



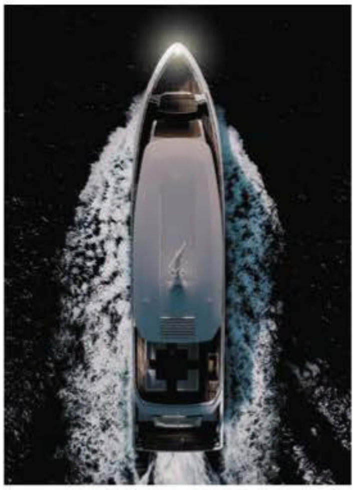
By moving into the high-performance, outboard-driven market, Princess is broadening its appeal. As Green commented in a recent interview, this development isn't incongruous with the brand's heritage – it's part of staying true to its DNA.

"What we've been focused on is making sure the brand has not lost the DNA of elegant simplicity but is still pushing its boundaries," Green said.

Renewed superyacht ambition

Meanwhile, Princess is also showing its renewed ambition at the top end of the market. In Monaco, it showed its current flagship Y95 and the first of the line to feature six cabins. Princess had several models over 100 feet in the past (with the M Class) but not for some time. The last yacht over 100 feet was delivered in 2018.

"We are delighted to come back with a brand new range of boats named Odyssey," Green said at the occasion of the 2025 Monaco Yacht Show in late September. "We belong here. The superyacht chapter is something we've long had in mind; this is the moment to make that move, to say we're comfortable in that space."



The first of these 100-foot-plus yachts will be the 106 Odyssey, featuring a modern profile and a Princess hybrid fast displacement hull because performance is a core value of the brand. A fine entry, double chines and round bilges aft will help reduce transom immersion, which will benefit efficiency and keep a relatively small draft.

"The 106 Odyssey is the first in a new family of 30-meter-plus yachts, which highlights our vision for a new generation of superyachts that combine exceptional volume with unrivaled comfort, style and attention to detail," Green said. "It's an exciting concept, Left, top: the new C48 is a "center console/yachting hybrid" capable of 50 knots plus. Left, center: Princess collaborated with famed Italian design house Pininfarina to conceive the interior and exterior of its current model flagship, the Y95

and we really think it's the right next step for all those owners who bought Princess 88s, 85s and 95s."

Fort Lauderdale line-up

There won't be a new 95 at the Fort Lauderdale International Boat Show, but Princess Yachts has confirmed a 10-yacht lineup for the 2025 edition of the Americas' largest boat show. The planned models, showcasing the builder's versatile offering, are the X80, Y80, Y72, F65, F58, F50, S80, S72, V55 and V50. The S80 and F58 will both be making their North American premieres at the show.

A clear vision for the future

Princess Yachts is entering a bold new chapter – one that honors its heritage while embracing the future. This is growth with purpose. The brand will expand its global presence without ever losing the distinctive identity that has made Princess beloved for decades. The company will take a measured yet ambitious step into the world of superyachts, while also pioneering a new vision of performance lifestyle yachting. Innovation is being embraced within the purchase experience too, so every interaction feels effortless and connected.

Above all, Princess Yachts remains committed to its ultimate goal of delighting loyal owners and new enthusiasts alike with yachts that are sophisticated, reliable and more seamlessly enjoyable than ever, from the moment of purchase to a lifetime at sea.

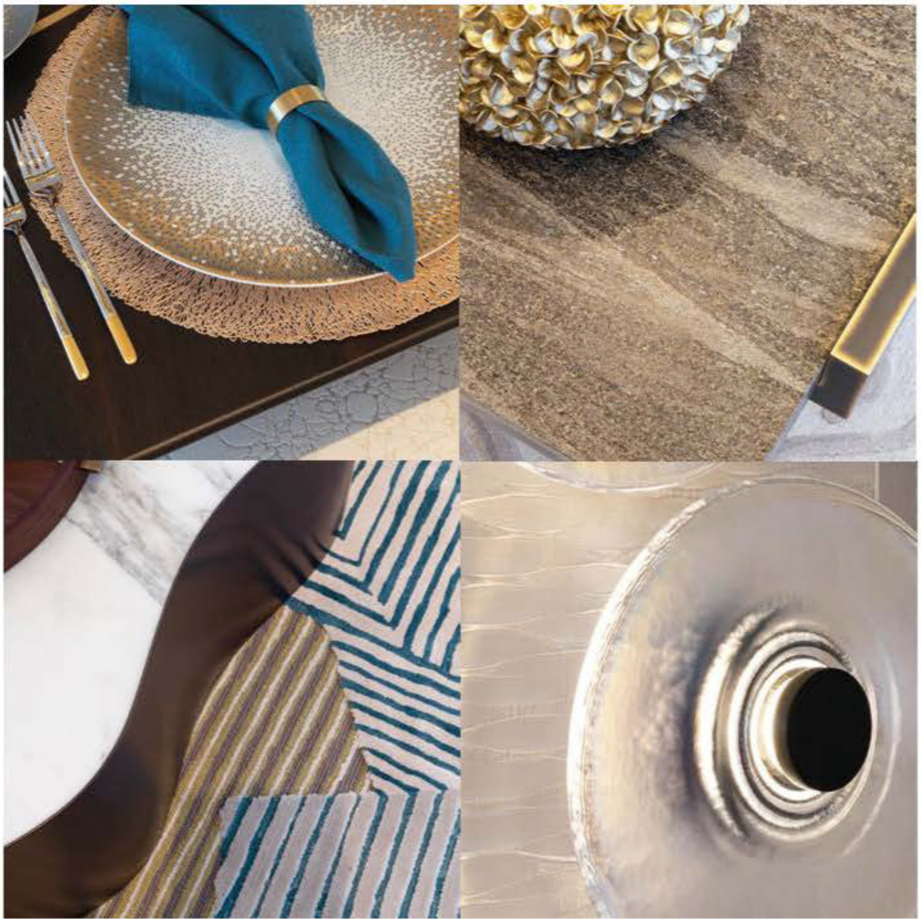
For more information visit princessyachts.com

> "WE'VE BEEN FOCUSED ON MAKING SURE THE BRAND HAS NOT LOST THE DNA OF ELEGANT SIMPLICITY BUT IS STILL PUSHING ITS BOUNDARIES"

Above and opposite page, bottom: featuring modern profiles and hybrid fast-displacement hulls, the 108 and 118 Odyssey mark Princess Yachts' return to the 100-foot-plus market

COVER BOAT

Solemates



DREAM SEQUEL

SELLING THEIR BELOVED 180-FOOT YACHT GAVE THE OWNERS OF *SOLEMATES* THE CHANCE TO POUR YEARS OF EXPERIENCE INTO A NEW AND IMPROVED VERSION OF THE SAME PLATFORM, WRITES *RISA MERL*

PHOTOGRAPHY David Churchill

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SOLEMATES
George Town

At 780GT, the new *Solemates* hits the sweet spot in size for her owner, who has previously owned bigger and smaller yachts. Above: the sundeck bar continues forward to wrap around the jacuzzi. Aft are Dedon canopy love seats (right)

Second chances don't come often, but for the owners of *Solemates*, buying their second 180-foot Heesen offered a rare opportunity to go back to the drawing board and reimagine their ideal yacht. With Heesen Yachts' redesigned 55-meter Steel series as the foundation, the latest *Solemates* blends the Dutch yard's proven engineering with a fresh layout and upgraded features that suit the family's evolving lifestyle. The owners played with color, improved the flow of every space, and fine-tuned Heesen's already-strong layout, creating a detail-rich yacht tailored precisely to how they live at sea.

This is the couple's second 180-foot Heesen, but actually the sixth yacht to carry the *Solemates* name – including a 171-foot Feadship, a 197-foot Lürssen and

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"THIS LATEST YACHT GAVE ME THE OPPORTUNITY TO REFINE THE DESIGN AND MAKE MANY SMALL CHANGES"

an 88-foot Riva. The name is a nod both to the owner's career in athletic shoes and to his high-school sweetheart, now wife of more than 60 years.

"The latest *Solemates* was an evolution of all of the previous yachts that I've owned," the owner says. "I really liked the previous 55-meter Heesen, and selling that was just a Covid oddity. Without Covid, I would still own that yacht to this day. But this latest yacht gave me the opportunity to refine the design and make many small changes that really upgraded the vessel to fit my needs."

That "oddity" came shortly after the pandemic when the demand for yachts went through the roof. Less than a year after delivery, the owner received an offer he could not refuse and parted ways with his first Heesen, a decision he told his broker he regretted. To keep himself afloat while imagining his next project, he bought a 118-foot Mulder – also named *Solemates*, of course. It satiated his boat craving, but it proved not big enough in the long run for the family's needs. When the time came to upsize again, another 180-foot Heesen appeared on the market at just the right moment.

Left, bottom: the custom Siebenese dining table on the bridge deck aft expands to seat all guests. Left, top: the main deck sets the tone for conviviality on board

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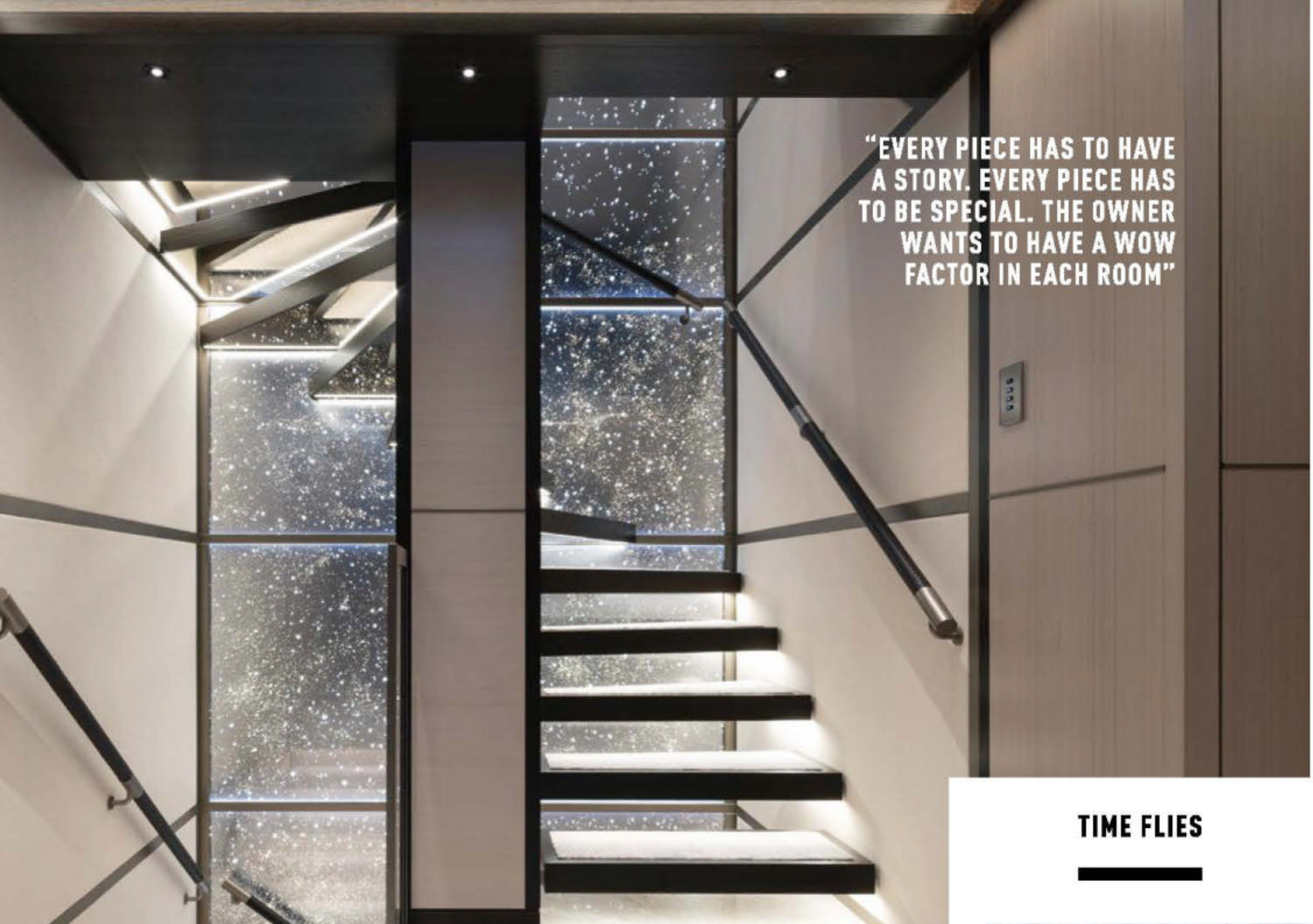
Heesen's spec build model worked perfectly for both sides. The yacht was still a year away from launch, which gave the owner enough time to stamp his style on the layout and the interior without waiting a long time before taking delivery.

"The opportunity came along for this one, and the timing was very good because [the owner] loves to make personalized changes but doesn't have the time available to do a three-year full custom, as much as he would be very good at it – he did custom for his Feadship," Rupert Connor, CEO of Luxury Yacht Group and the owner's longtime representative, says.

In 2021, Heesen launched the first redesigned 55-meter Steel, Project Apollo (now *Iris Blue*). *Solemates* is the third hull in the updated series. Collaborating with Omega Architects and Luca Dini Design & Architecture, Heesen's series refresh introduces a host of updates inside and out. Omega Architects streamlined the profile by swapping vertical forward windows on the main deck for sweeping panes of uninterrupted glass. "As much as we love our original design with the vertical windows, we felt it was time to make an evolutionary step," Frank Laupman, founder of Omega Architects, says. Bigger floor-to-ceiling windows now fill the main salon and the sky lounge with ocean views.

"Then we took the opportunity to give a slightly more aggressive look to the profile by using



"EVERY PIECE HAS TO HAVE A STORY. EVERY PIECE HAS TO BE SPECIAL. THE OWNER WANTS TO HAVE A WOW FACTOR IN EACH ROOM"

The main stairwell features handmade acrylic panels with an ombré effect, transitioning from gold leaf to crystal as you go up and backed by LED lights. Opposite page: the main salon and a custom bridge table in the sky lounge

TIME FLIES

The first 55-meter Steel based on the Fast Displacement Hull Form by Van Oossanen was *Azamanta*, delivered by Heesen 10 years ago, in July 2015, as the "world's first fast displacement steel-hulled yacht larger than 50 meters LOA." The goal was increased efficiency. In 2024, she was spotted in Thailand and has been cruising in Asia since.

The second was *Laurentia*, built on spec, in 2017. When a client bought it sight unseen — he only looked at renderings and pictures — he brought in West Palm Beach-based Radyca to create a new decor in a short time. She made our cover in 2017.

We come full circle with one of the new updated 55 meters. The series now features new Tier III-compliant MTU engines, aside from an update exterior style.

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"THE LATEST *SOLEMATES* WAS AN EVOLUTION OF ALL THE PREVIOUS YACHTS THAT I'VE OWNED"

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In personalizing the decor, the design team chose pieces that make a statement, such as the Christian Liaigre chairs surrounding the "liquid metal" and stained oak dining table (above), and the sky lounge's bronze and marble Tom Faulkner coffee table (bottom right)

continuous sheets of tinted glass. The horizontal lines stretch the optical length and balance the air draft. The result is beautiful. We retained the family look and feel but gave it an elegant touch," Laupman says. The new exterior keeps the distinctive triangular "shark tooth" detail on the wheelhouse overhang profile.

Heesen has a history of tweaking its models to stay ahead. "We don't rest on our laurels. Just like in the automotive industry, we in yachting understand the importance of evolving and refining the design of our successful yachts," Peter van der Zanden, Heesen's general manager of design and development, says. Heesen's sales team gathered feedback from the market to shape the redesign. Feedback from Heesen's 55-meter yacht clients and their operational teams, alongside a broader market input, inspired the updates to the layout, performance and styling.

"We listen carefully to those who use our yachts and to what the market is demanding," van der Zanden says.

Built on Van Oossanen Naval Architects' Fast Displacement Hull Form, the yacht delivers the same seaworthiness and fuel efficiency as its predecessor. Twin IMO Tier III-compliant MTU 4000 M63 diesels push her to 15.5 knots, with a range of 4,500 nautical miles at cruising speed. Upgrades in the engine room, including elastic mounts for the gearboxes and rubber shaft couplings, reduce noise and vibration. "We're five decibels below our target in most places on board," Connor notes.

The revised layout offers more comfort and functionality: a fixed balcony off the owner's suite, a

larger sundeck, a wider central atrium staircase and a six-cabin layout for big families or charter guests. Beds in the guest cabins now sit athwartship, which frees up floor space, while a new forward crew staircase improves service flow. The pantry on the main deck also grew, yielding more prep and storage space.

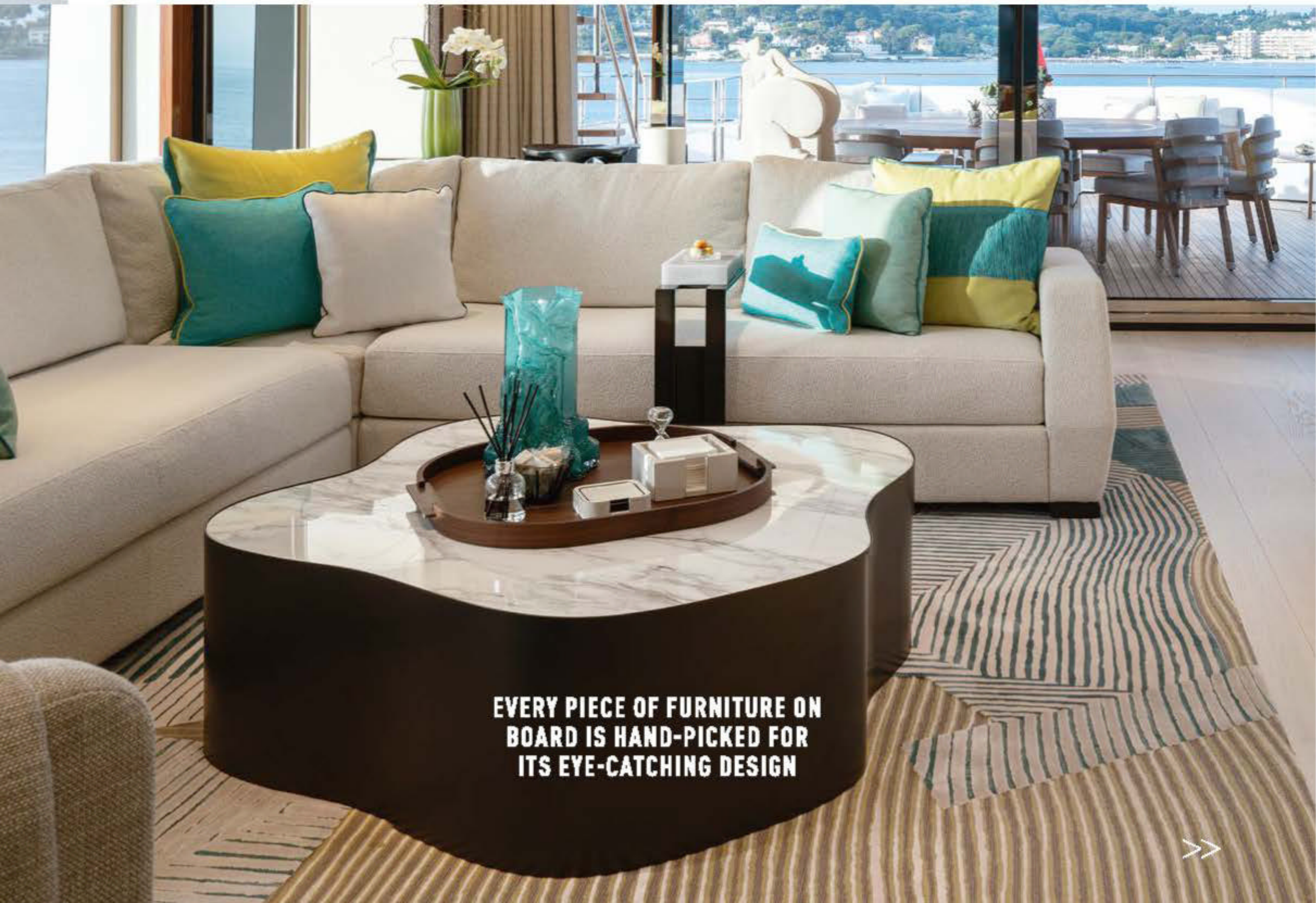
Solemates' owner took what he learned from his previous Heesen and made changes to the layout and amenities as well. "My team had a solid list of upgrades from the default spec; Heesen were very good to integrate those 'needs' into our build," he says. "Signing for it about a year before delivery enabled all of our changes to be fully integrated and the vessel to be delivered on time."

Changes included converting the beach club sauna into a walk-in fridge and freezer, upgrading the AV systems and reconfiguring the salon and sundeck for family togetherness. "They like enjoying each other's company," Connor says. "They're not solo, reading a book and sitting on a couch looking out to sea; they want to be able to interact all together. [The owner] will always say, 'Can 12 people sit here?'"

On the sundeck, the team swapped the original sofa-and-TV set-up for an L-shaped lounge, chairs facing each other, and a long bar that wraps around the side of a large whirlpool forward. A DJ booth completes the bar set-up for entertaining.

"Nice traffic flow, being able to easily reach for things and enough seating for all of the guests is very important to him," Deborah Viger, project coordinator and stylist at Luxury Yacht Group, says.

The owner had an ace up his sleeve with Viger. A former chief stew turned decorator, she knows the owner and wife's taste intimately – this is the third *Solemates* she's helped them design. She even customized practical details like a tissue box holder with a built-in waste bin so guests don't scramble to find a place to discard used tissues.



EVERY PIECE OF FURNITURE ON BOARD IS HAND-PICKED FOR ITS EYE-CATCHING DESIGN

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"JUST LIKE IN THE AUTOMOTIVE INDUSTRY, WE IN YACHTING UNDERSTAND THE

SOLEMATES
Heesen

IMPORTANCE OF EVOLVING AND REFINING THE DESIGN OF OUR SUCCESSFUL YACHTS"

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In the owner's suite, loose furniture includes a Holly Hunt sofa and desk chair, desk by Lieigre and bench by Natasha Baradaran

THE JOINERY AND FIXED FURNISHINGS HAD BEEN INSTALLED, BUT THE OWNER HAD THE CHANCE TO PERSONALIZE THE REST

For the interior of what started as a spec project, Heesen had brought in Luca Dini Design & Architecture to share a fresh perspective and provide a balance of originality and broad appeal. "The original project featured a daring combination of materials and colors – oak, smoked oak, palisander high-gloss cabinetry, soft leathers and precious fabrics," lead architect Silvia Margutti says. "To personalize the design for the owners, several unique and challenging materials were added."

She goes down the list, which includes metallic fabrics from LcD in France, marbles hand-picked from Italian quarries, crystals, alabaster and bespoke carpets. Each dayhead is unique and remarkable in its own right . One even features alabaster ovals that offset the mirror. This proved a challenge as the stone broke multiple times before the installation was successful.

The joinery and fixed furnishings were already in place when the owners signed the contract, but they were able to personalize the rest. "We were able to change all the loose furnishings," Viger says. They are all custom-made from various brands, and include Christian Liaigre dining chairs around a bespoke "liquid metal" and stained oak dining table from Dtales in Italy. "Every piece has to have a story, every piece has to be special," Connor says. "The owner wants to have a wow factor in each room."

Every piece of furniture on board features an eye-catching design, whether it's the custom coffee table from Alexander Lamont with a shagreen and dark bronze base in the main salon, or the sculptural stacked oak and brass bridge table in the sky lounge. The owners play bridge competitively, and there is another dedicated playing set-up on the sundeck.

In redesigning the 55m Steel series, Heesen added a permanent balcony on the starboard side of the main deck owner's suite (right). The suite also encompasses a full-beam en suite with a vanity area (above), a walk-in closet and an office alcove (far left)

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HEESEN'S BUSINESS MODEL OF STARTING YACHTS ON SPEC PROVED FRUITFUL

Solemates runs with 13 crew, who the owner says are "essential. Nothing happens without a great captain and crew, and this team that I have on board is excellent"

Margutti and Viger worked well together, whether collaborating on a chandelier design or selecting the perfect piece of furniture. "Working with the owner's personal decorator was a lovely experience, it was the perfect match between Luca Dini's deep knowledge of the materials and of the potentiality of this concept and her understanding of the taste, lifestyle and necessities of the client and his family," Margutti says.

"We have a bit of the same approach and we never seem to be satisfied with the 'almost perfect.' Together we found the strength to go forward with particularly challenging decisions, fighting against time, which is always our toughest enemy."

Working with an experienced team made the project smoother. "Working with the same owner and their team for a second 55-meter Heesen was a pure joy for everyone involved," van der Zanden says. "The client is exceptionally knowledgeable and highly experienced; he has experience with much larger boats and smaller boats, and his team understands his preferences and how he uses the yacht down to the smallest detail. This made our work much more efficient as they were able to make decisions very quickly, which was essential given their tight delivery schedule. We knew them, they knew us, and the focus was entirely on swiftly making things happen to ensure the owner could enjoy the yacht in time for the summer season."

The owners have already spent time aboard and couldn't be happier. And unlike most sequels, this one tops the original. When he stepped aboard his finished yacht, the owner simply said: "It's the best we have done." □

SOLEMATES
George Town

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MCP YACHTS
BUILT WITH PASSION

MORE INFO:

MCP 50 METRES UNDER CONSTRUCTION

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BOAT
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HYGGE
MCP YACHTS

MCP
YACHTS

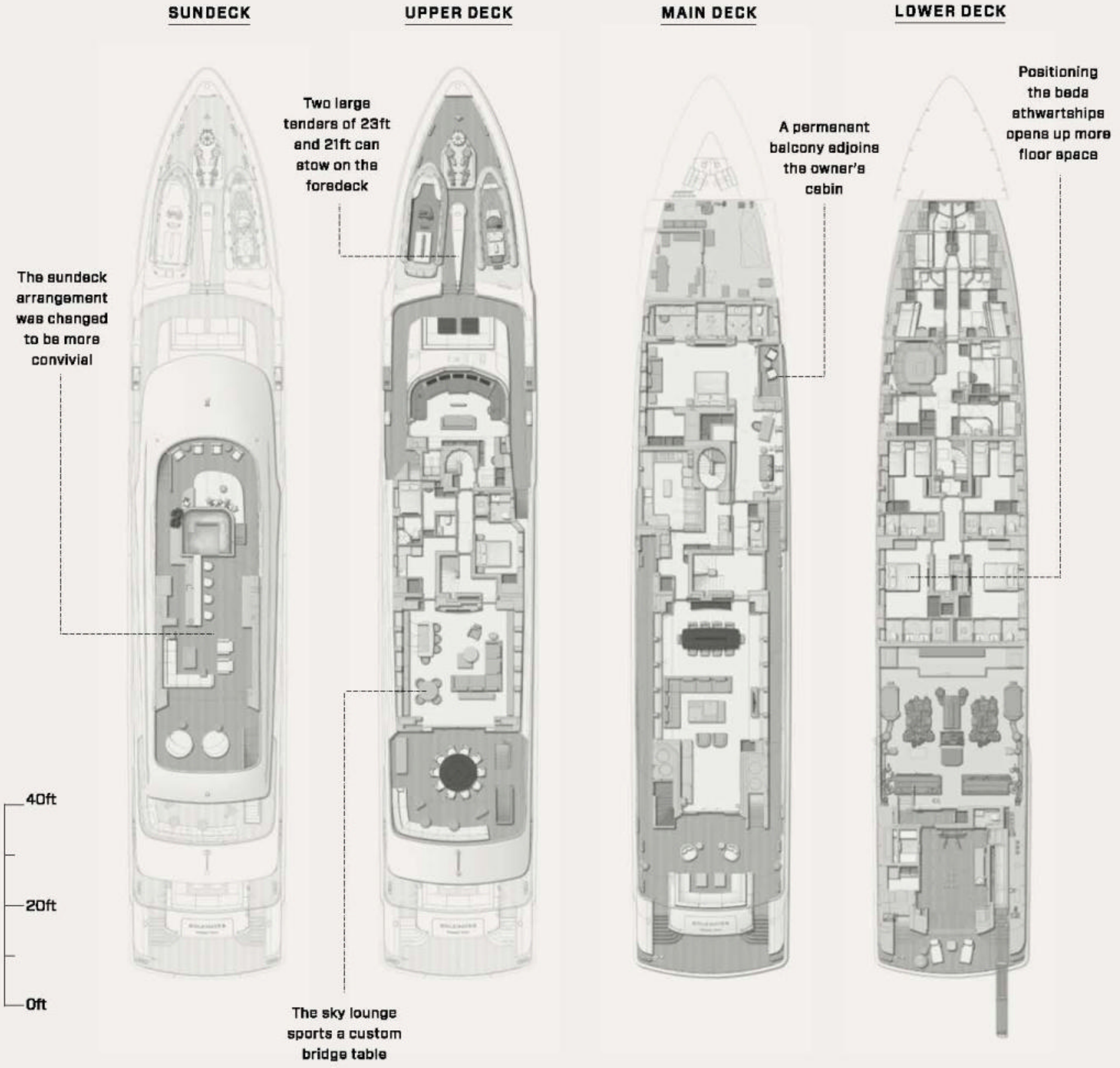
ULTRA LIGHT AND HIGH EFFICENCY HULLS
ALUMINUM SPECIALISTS
SINCE 1980

Length Over All: 22'9" (37,4 m) - 134'2" (40,88 M)
Maximum Beam: 26'8" (8,12 m) - 27' 2"(8,27 M)
Maximum Draft: 7'4" (2,24 m) - 8'2" (2,49 M)
Maximum Displacement: 196 MTON - 220 MTON
Light Displacement: 141 MTON - 148 MTON
Speed (Max/Cruise): 19/17 Knots - 22/18 Knots

Gross Tonnage: 316 GT - 376 GT
Naval Architecture: VRIPACK/MCP
Hull and Substruc.: Aluminum 5083 H321
Oceanic Range: 3,500 NM, 10 Knots
Hull Classification: Lloyd's Register or RINA
Next construction slot Nov. 2025

SOLEMATES

HEESEN YACHTS



Two large tenders of 23ft and 21ft can stow on the foredeck

The sundeck arrangement was changed to be more convivial

A permanent balcony adjoins the owner's cabin

Positioning the beds athwartships opens up more floor space

The sky lounge sports a custom bridge table

LOA 180' 5"
LWL 159' 5"
Beam 31' 6"
Draft (half load) 9' 4"
Gross tonnage 760GT
Engines 2 x MTU 8V 4000 M63 (IMO Tier III)
Generators 3 x 175kW Zenoro; 1 x 80kw Zenoro
Stabilizers Naiad
Speed max/cruise 15.5/13 knots
Range at 13 knots 4,500nm
Fuel capacity 26,417 gallons
Freshwater capacity 6,340 gallons
Owners/guests 12
Crew 13
Tenders 24' X-Craft Beachlander; 20' Ribeye SOLAS
Construction Steel hull; aluminum superstructure
Classification Lloyd's ✠ 100A1 SSC YACHT [✠] LMC, UMS, REG-YC
Naval architecture Van Oossanen Naval Architects; Heesen Yachts
Exterior styling Omega Architects
Interior design Luca Dini Design & Architecture
Builder/year Heesen Yachts/2025 Oss, the Netherlands +31 412 66 55 44 welcome@heesenyachts.com heesenyachts.com
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YACHT MANAGEMENT

Owning it right

From the Isle of Man to Miami, Affinity has established yacht ownership structures across the world's leading superyacht jurisdictions. CEO Andy Morgan reveals what sets it apart

Affinity identifies the most cost-effective and VAT-efficient ownership structure for each yacht

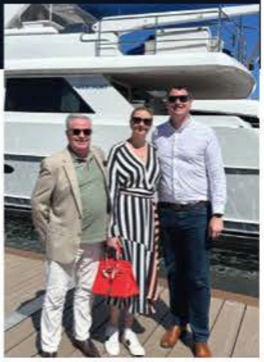
"The primary benefit of owning a yacht through a corporate structure is that the underlying shareholder of the entity often has the benefit of limited liability," says Affinity CEO Andy Morgan. "Most superyachts are held this way so that, in the event of an accident on board, liability is restricted to the assets of the company – namely the yacht itself – rather than the owner's wider personal wealth. We focus on identifying the most effective and VAT-efficient ownership structure and then explore which jurisdictions best suit their needs."

Affinity was founded in 2004, just a year after the Isle of Man Ship Registry adopted the Megayacht Code – an update that opened the door for superyachts to join the register – and the timing proved transformative. "The Isle of Man quickly emerged as the jurisdiction of choice for superyacht registration and corporate ownership structures," Morgan recalls. "What set Affinity apart was its dedication to yachting, rather than being a branch of a wider corporate service. For our first decade, this focus shaped everything we did."

The next chapter came in 2009, when VAT changes in the UK and Isle of Man shifted the balance of power in Europe. "From that point onward, the majority of commercial yacht transactions shifted to Malta, which offered a highly successful yacht leasing structure that many were taking advantage of," Morgan says. "We recognized the strong growth potential in Malta, both with its flag and its appeal as a jurisdiction for structuring the ownership of commercial yachts. The same is true for the Cayman Islands, which has long been a major maritime hub with its globally recognized Red Ensign flag. Opening our own office there in 2021 put us in a position to better serve clients seeking Cayman-based solutions."

Just two years later, Affinity crossed the Atlantic.

> “Our strategy for the US office is to begin as a representative hub supporting our other jurisdictions, but we expect to expand significantly into US flagging and onshore structuring in the years ahead”



Top left: Affinity has expanded its operation into the US with a base in Florida. As a boutique service provider, Affinity prides itself on taking a personal approach. Right and above left: Alex Gardner, Group COO, and Andy Morgan, Group CEO; and (far right) with Garry Crossan, Cayman Islands director

“The US is a hugely attractive market for us,” Morgan notes. “It became the natural next step. Our strategy for the US office is to begin as a representative hub supporting our other jurisdictions, but we expect to expand significantly into US flagging and onshore structuring in the years ahead.”

Legislative shifts could accelerate that growth. President Trump’s new “Big, Beautiful Bill” aims to increase incentives for US-based investment in high-value assets such as yachts and aircraft. For companies like Affinity, the bill could create new opportunities for structuring ownership and flagging in the American market, further strengthening Miami’s role as a global yachting hub.

Alongside its core structuring services, the company has also responded to crew employment with the launch of Affinity Crew. “In recent years, the industry has increasingly adopted the practice of employing crew through dedicated crew employment companies,” Morgan explains. “Our focus is not only on liability management but also on efficiency, ensuring that national insurance and social security contributions are handled correctly so that each yacht remains fully compliant. Earlier this year, we launched our own solution, providing MLC-compliant contracts, crew employment, payroll and full HR support.”

Looking back, Morgan sees Affinity’s progress as proof of its long-term strategy. “One aspect that sets us apart is that our growth has been entirely organic. Unlike many of our competitors, we’ve never acquired an existing business – we’ve built everything from the ground up. Today, with offices in the Isle of Man, Malta and the Cayman Islands, and now the US, we are well positioned across all the key maritime jurisdictions.”

Contact the experts at Affinity to learn more about superyacht ownership structures. affinityco.com/yachting

PHOTOGRAPHY: JEFF BROWN/BREED MEDIA; SHAAH SHAHIDH ON UNSPLASH; GETTY IMAGES

Crossing the final frontier has never been more achievable.
Space writer *Sarah Cruddas* explains why

PHOTOGRAPHY: BLUE ORIGIN; POLARIS PROGRAM/JOHN KRAUS

REACH FOR THE STARS

BLUE ORIGIN

Blue Origin's first crewed flight with Jeff Bezos and his brother marked the first time a suborbital spacecraft carried a paying customer

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Above left: private crew of Axiom 4, who spent 18 days on the International Space Station. Below: the Axiom Space hangar

PHOTOGRAPHY: COURTESY OF SPACEX; PEGGY WHITSON/AXIOM SPACE; VIRGIN GALACTIC; TIBOR KAPU/HUNOR

Axiom Mission 4 splashed down in the Pacific on July 15, 2025, returning four private crew from 20 days in space. It was the 18th crewed mission into space so far this year. Once the preserve of highly trained military, space flight is now open to anyone – for a price.

Even 10 years ago it was the stuff of science fiction. A forgotten promise. A retro-futuristic dream living in the history books with the likes of flying cars and personal jet packs. But like so many endeavors in pursuit of new frontiers, perhaps we just got the timing wrong. Today, space exploration is no longer the preserve of governments, but a private pursuit enabling a new type of astronaut to "slip the surly bonds of earth," as pilot and poet John Gillespie Magee Jr put it.

"Looking down on earth, the first thing that struck me was the intensity of the blue. It was astonishing, a hue I had never witnessed before," describes Trevor Beattie, a British advertising executive and film producer who traveled to space as a paying passenger with Virgin Galactic in 2023. "That laid against the black void of space – again, the black seemed deeper than I can describe, blacker than any black. A deep three-dimensional, eternal void."

Beattie is one of a small but steadily growing group of commercial space-flight participants, private astronauts, if you will. They might not have the military training and precise caliber of *The Right Stuff* that the first space pioneers had, but they have made a journey that seemed impossible a mere couple of generations ago.

"Being in space was a childhood dream come true. I had been chasing space my entire life," says Sian Proctor, an artist and geology professor who spent three days orbiting Earth aboard SpaceX's *Crew Dragon* as part of the Inspiration4 all-civilian mission in September 2021.

Left and above: British advertising entrepreneur and film producer Trevor Beattie was a paying passenger with Virgin Galactic in 2023

AXIOM SPACE

The Axiom Mission 4 crew playing cards as part of their training

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Left: Radian Aerospace's spaceplane. Below left: Dr Sian Proctor fulfilled a childhood dream on the Inspiration4 mission. Below: Ed Dwight is the oldest person to go to space at 90. Right: Blue Origin launch site. Opposite page, top: entrepreneur Chun Wang led the first space flight to orbit the poles in the Fram2 mission. Opposite page, bottom: crew of Inspiration4

Without perhaps even realizing it, we are living in that Space Age that we dreamed up in the mid-20th century. This is an era when rocket boosters successfully landing back on Earth are now more synonymous with SpaceX and Blue Origin than TV science fiction shows. A trip to space is now within reach of anyone who has the cash, and perhaps the bravery, to sit atop a rocket and launch beyond our Earth, even if just for a matter of minutes.

Of course, the private pursuit of a new frontier is nothing new. As humans have pushed the limits of where they could go, government-funded expeditions came before private industry endeavors. Think of these 21st century private space missions as a modern-day *Mayflower* setting sail to the New World, following in the wake of Columbus who traveled on funds from the Spanish royal treasury. The only thing different today is the playing field.

Livingston Holder is a former US Air Force astronaut who had been due to fly to space before the 1986 *Challenger* shuttle disaster. Today he is the co-founder of private space-flight company Radian Aerospace, which is developing a single-stage-to-orbit spaceplane. "Historically, access to space was very limited. Only wealthy nations could afford the research and development funding to figure out how to get to space, and therefore the missions that those governments wanted to do were the only operations conducted. Over time the technology and know-how has spread, lowering the cost of conducting space flight," he says.

From Elon Musk to Jeff Bezos – who had talked of space colonies and hotels during his high-school valedictorian speech in 1982 – to lesser-known power players and market-creating angel investors, the ecosystem at the turn of the century brought together the right minds with the right access to capital at the right time for commercial space travel to take off.

This new-found interest morphed space from a destination only a few wealthy nations could reach to a place to do business. "This opens up an entirely new world of innovation and exploration that cannot be achieved when serving government-only missions," Holder says. "From satellite communications to Earth observation to taking scientists and engineers to commercial space stations to inventing the new materials and medicines that cannot be produced under the pressure of gravity that we all have to deal with while on the surface of Earth."

However, it is human space travel that has arguably sparked the greatest intrigue, excitement and public discourse. Take the sub-orbital flights with Blue Origin and Virgin Galactic (which do not orbit the Earth but instead give its passengers 10 to 15 minutes in space), or groundbreaking privately funded expeditions, such as the Fram2 – where, in April 2025, four civilians spent 3.5 days orbiting the earth's poles for the first time ever, while conducting experiments like the first x-rays of a human in orbit.

"There is simply no substitute for sending people," says Seth Shostak, senior astronomer for the California nonprofit research organization SETI

PHOTOGRAPHY: INSPIRATION4/JOHN KRAUS; BLUE ORIGIN; COURTESY OF RADIAN AEROSPACE; COURTESY OF FRAM 2

Institute, focused on the search for extraterrestrial intelligence. “Aside from the various practical considerations, people write books, give talks, etc and convey these activities in a way that’s relatable and even profound.”

It was on June 17, 2021, that Jeff Bezos announced he would be flying to space aboard his Blue Origin *New Shepard* rocket. The date he chose to bring to life his teenage dreams of space – July 20th – was no coincidence; it is the anniversary of when humans first walked on the moon. Days later, British billionaire and entrepreneur Richard Branson announced that he too would be voyaging to space aboard his Virgin Galactic *SpaceShipTwo*, a craft that is air launched from a separate mothership and manually piloted into space. Though *SpaceShipTwo* had previously flown to space with staff from Virgin Galactic, the idea of two wealthy men dueling it out dominated global headlines.

Branson and crew reached sub-orbit nine days before Bezos and his crew. Just months later, Inspiration4, commanded and funded by Jared Isaacman, a billionaire who made his fortune in the internet payments company Shift4, launched into orbit. In fewer than 75 days, three separate space

“There is simply no substitute for sending people… people who convey these activities in a way that is relatable, even profound”

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This page: Jared Isaacman funded the *Polaris Dawn* mission and conducted the first private spacewalk (below left). Opposite page: in 1962, President Kennedy declared "we choose to go to the moon"; top right: Ed Dwight and Livingston Holder, founder of Radian Aerospace; bottom: Holder qualified as a space shuttle payload specialist but *Challenger* derailed his dreams

"The future of space is as limitless as space itself"

missions, aboard different spacecraft, took civilian missions from a gimmick to a mainstay of our future.

For paying customers like Beattie – who had purchased his spaceflight with Virgin Galactic in the early 2000s – these first missions marked the beginning of realizing his own space dream. "Going to space was the only thing I've ever really wanted to do in my life. Since Neil and Buzz walked on the moon, since I wrote a high-school project about the Space Race, everything I ever did was for the purpose of nudging me closer to fulfilling that dream. Would I do it again? In a heartbeat."

For others the missions represent new ways of conducting science. "The primary research we're involved in for my flights is characterizing how well the Virgin Galactic spacecraft can do at imaging astronomical objects," explains scientist and engineer Alan Stern, who led the NASA robotic mission New Horizons to Pluto and who flew to space aboard *Virgin Galactic* in 2023. "We are opening up access to new ways of getting data sets at a much lower cost than we ever could before. As the number of flights increases significantly so will the benefits to space research and space science."

Axiom's fourth launch to the International Space Station, June 25 to July 15, 2025, took four crew – a combination of private paying and national astronauts – to conduct a raft of scientific experiments and demonstrations. In September 2024, the near five-day *Polaris Dawn* mission with SpaceX, again funded by Isaacman, saw the first private spacewalk and helped set the current record for the number of people simultaneously in orbit at 19 (four aboard *Polaris Dawn*, nine aboard the International Space Station, three aboard a Russian Soyuz and three aboard China's Tiangong space station). Each mission – even those taking tourists – pushes our understanding of what is possible a bit further.

For Proctor, who had narrowly missed out on being selected as a NASA astronaut in 2009, her selection to fly with Inspiration4 had a different meaning. "Inspiration4 was historically significant because it enabled me to be the first artist to

PHOTOGRAPHY: INSPIRATION4/JOHN KRAUS; JOHN KRAUS/POLARIS PROGRAM; SPACEX; PHOTO12/UNIVERSAL IMAGES GROUP VIA GETTY IMAGES; COURTESY LIVINGSTON HOLDER/WIKIMEDIA

SEAL OF THE PRESIDENT OF THE UNITED STATES

go to space along with being the first woman commercial spaceship pilot. My hope for the future is that we continue to strive for a just, equitable, diverse and inclusive space for all of humanity."

Despite the leaps forward, there has been criticism, from online debates over what defines a professional astronaut or a space tourist, to mainstream concerns that some of these missions are out of touch with the challenges and inequality on earth. No great endeavor will come without debate, but today's space entrepreneurs need to explain better why these efforts matter and pay attention to the disquiet. For us as a species to truly succeed in this next step – leaving the cradle of our earth – we need to do so as one. Our space exploration is greater than any one individual, company or country. Doing this is perhaps the next big challenge humans face.

Perhaps the greatest unifier for this new type of space travel, will come from the stories of people who beat the odds, the underdog who dared to dream a once impossible dream.

Ed Dwight was 90 at the time of his space flight with Blue Origin in 2024, which makes him the oldest person to have ever gone to space. His friend, Livingston Holder, gazed on from the launch site.

"Getting to watch him take off and land and come out of the capsule beaming with enthusiasm and excitement allowed me to experience space flight through him." In 1961 Dwight, a captain and pilot, was the first African American to enter the flight school at Edwards Air Force Base for astronaut training but, ultimately, he wasn't selected. He resigned from the Air Force a few years later. "I thought I really didn't need this in my life. But now (I realize) I needed it in my life. Everybody needs to do this," he said on his return to Earth. Watching Dwight gave Holder hope for his own space ambitions. "Would I go? Heck Yes! Ed was 90 when he flew so we have time, but we must hurry."

Holder believes, "the future of space is as limitless as space itself." Over the coming years and decades, as the cost of getting to space comes down, there will be bolder and more ambitious missions, as well as more science and ideas to access the unique environment. Just as the internet in the 1990s and 2000s enabled kids in their dorm rooms to create world-changing companies, the same will start to happen with space. Companies we cannot even begin to imagine will soon one day be part of our everyday lives. Of course, with any new frontier, lives and fortunes will be lost and there will be failures. But it is that desire to push forward, to seek what is over that next hill and explore the unknown that makes us human.

Shostak believes that a thousand years from now, the 21st century will be remembered "as an inflection point for humanity... when we finally ended our confinement to one celestial body and spread out, at least as far as our solar system."

As entrepreneurs and pioneers eye a sustainable presence on the moon and human missions to Mars and beyond, perhaps science fiction should be renamed science prediction? ◘

Sarah Cruddas is a space journalist, TV host and author. She is a global thought leader in the commercial space sector and has a background in astrophysics

SPELL

GABRIELLE LAZARIDIS IS MESMERIZED BY *MAGIC*, A FINELY CRAFTED CRUISING SLOOP FROM VITTERS, DESIGNED FOR AN EXPERIENCED RACER LOOKING TO TRADE HIGH-STAKES ADRENALINE FOR A LIFE OF SERENITY

PHOTOGRAPHY Courtesy of Burgess

BOUND

A cacophony of chatter arises from the swirling mass of bodies lining Marina Moll Vell, a telltale sign that this year's Palma International Boat Show is in full swing. And yet, the frenetic energy conspicuously falls away on board the 145-foot sailing yacht *Magic*, which rests peacefully stern-to on the outer quay.

The custom Vitters creation offers a clear view of her sporty transom and beamy stern. As guests step on board the fast-cruising sloop, they encounter a sun-warmed teak deck that leads to a large al fresco

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The owner poured years of hands-on experience into his no-holds-barred “ultimate sailing yacht”

dining table flanked by twin helm stations. The owner's party, meanwhile, is out of sight in a recessed lounge next to the deckhouse, which is protected by a large structural overhang.

That is where we find the owner seated in a corner, his arms outstretched as he delivers tales of his adrenaline-fueled exploits both in and out of the water. His previous vessel, 107-foot *Anomaly* (ex-*Ribelle*), was a fixture on the regatta circuit and paired nicely with his love of automotive racing. *Magic* represents a seismic shift in priorities.

The owner wished to bring his multi-generational family on board but his speed-oriented 135GT yacht did not have the room.

"I essentially wanted to replicate *Ribelle* on a larger scale, but with a greater emphasis around safety," he says. He points out *Magic*'s tender crane, which allows for a controlled deployment, and a midships boarding ladder primarily there for his grandchildren. Yet he did not want to give up some semblance of speed thrill in his life, so he began searching for a model that offered both high-performance and guest comfort.

The original plan was to build a new yacht from Perini Navi's 138-foot E-volution series. However, the yard's temporary struggles led him into discussions with Royal Huisman and Vitters about a new custom project. "It was quite serendipitous really," the owner recalls. "Vitters had a job fall through all of a sudden, so we were able to secure a new build slot in good time." The decisions came thick and fast after that, with the owner pouring years of hands-on experience into his no-holds-barred "ultimate sailing yacht."

His first order of business was to select California-based design studio Reichel Pugh as both the exterior designer and naval architect (also the team behind Perini Navi's E-volution series). Yet, the owner wasn't interested in creating a replica of their earlier designs. "While I like the E-volution series, I knew the design was led by the interiors," he explains. "I wanted to approach it from the other way, so beginning with the shape of the hull and then starting to think about the external and internal layouts."

The lines penned by Reichel Pugh are dynamic and purposeful, running from an ever so slightly raked bow (helping her ride gently over swells) to a soft chine rising aft with an almost straight sheer line. "The nature of this yacht is that she is elegant," Eleonora Pitasso, who was then the shipyard expert and sales broker for Burgess, says. "That was the reason [the owner] zeroed in on Reichel Pugh from the beginning. He felt that they could deliver everything in terms of performance, balance and speed, while maintaining the sense of elegance he found in *Ribelle*." And if you look closely, she notes, you can spot hallmarks of luxury cars hidden in the yacht's profile, such as the Bentley-inspired "A-pillars" in the coachroof used to support the windshield – or in this case, used to support ample glass. "The owner was very meticulous when it came to the metallic gray finish and bootstripe as well," Pitasso says. "All of these details were meant as this subtle, but highly personalized nod to his love of automotives and racing."

In terms of performance initial reports are excellent, according to her captain, Barnie Smith. "She's still finishing her sea trials, but the couple of times we've been sailing now have been amazing," he says. He brought *Magic* over from Vitters' Amsterdam facility for her Palma debut. "Once you decide to get underway, it's very easy to put up the mainsail using the hydraulics, unfurl a jib and get going. And sail handling is all by push buttons at the helm or a separate remote, so there's very little effort from a crew or owner's perspective." In fact, *Magic* has proved so easy to operate that Smith says he's barely missed the twin V-drums she was meant to include (essentially a motorized sail storage solution), which were ultimately deemed unnecessary and traded for deeper sail storage on the foredeck.

Magic has been fitted with a Southern Spars rig in carbon fiber, North Sails 3Di wardrobe and Harken winches, all helping her to initial speeds of 10 to 11 knots upwind in just eight knots of breeze, and beam reaching at 14 to 16 knots in 15 to 18 knots of

A sporty exterior, complete with an orange racing bootstripe, hints at *Magic*'s speed-oriented capabilities, which promise to make her a worthy contender on the annual regatta circuit

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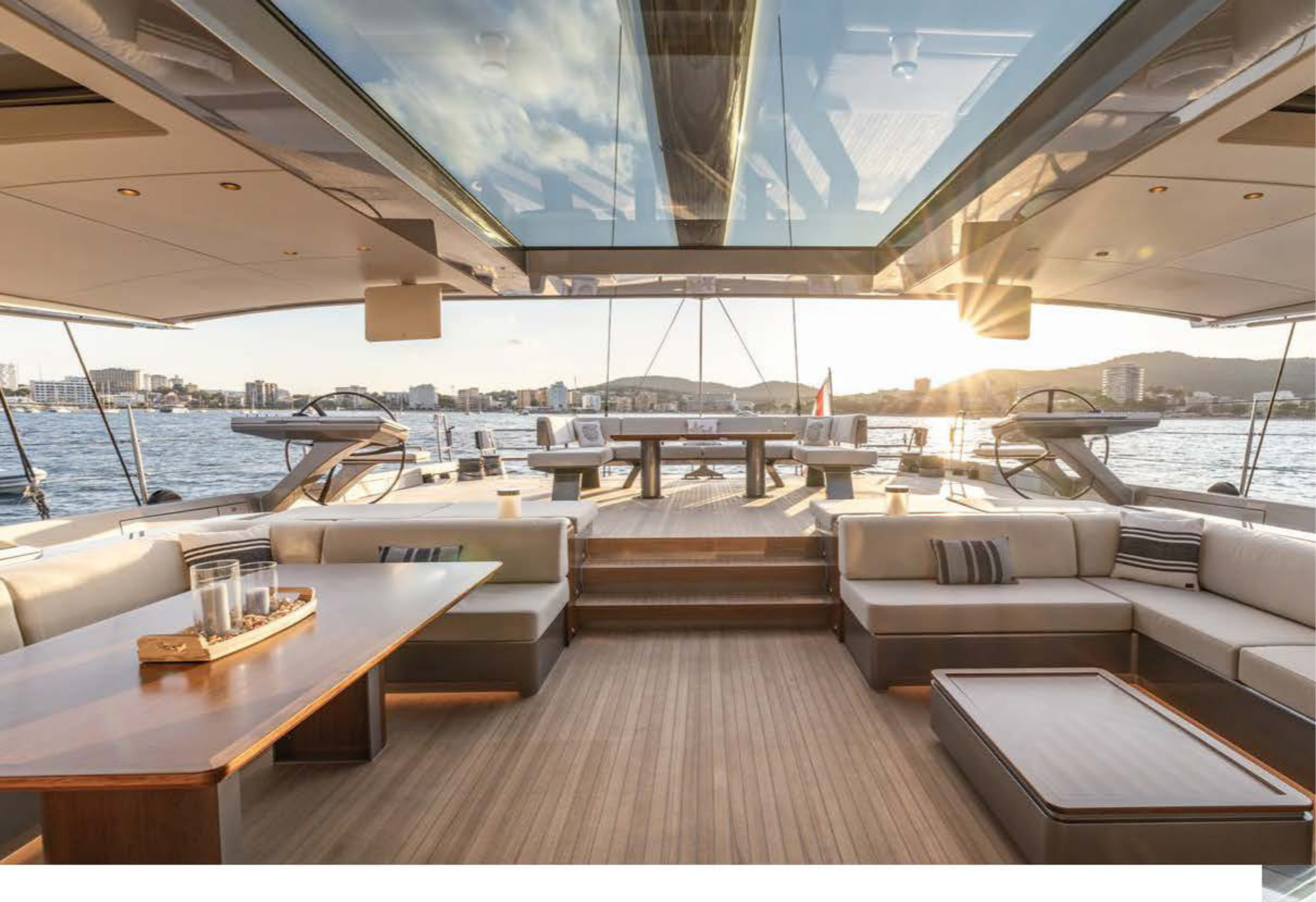


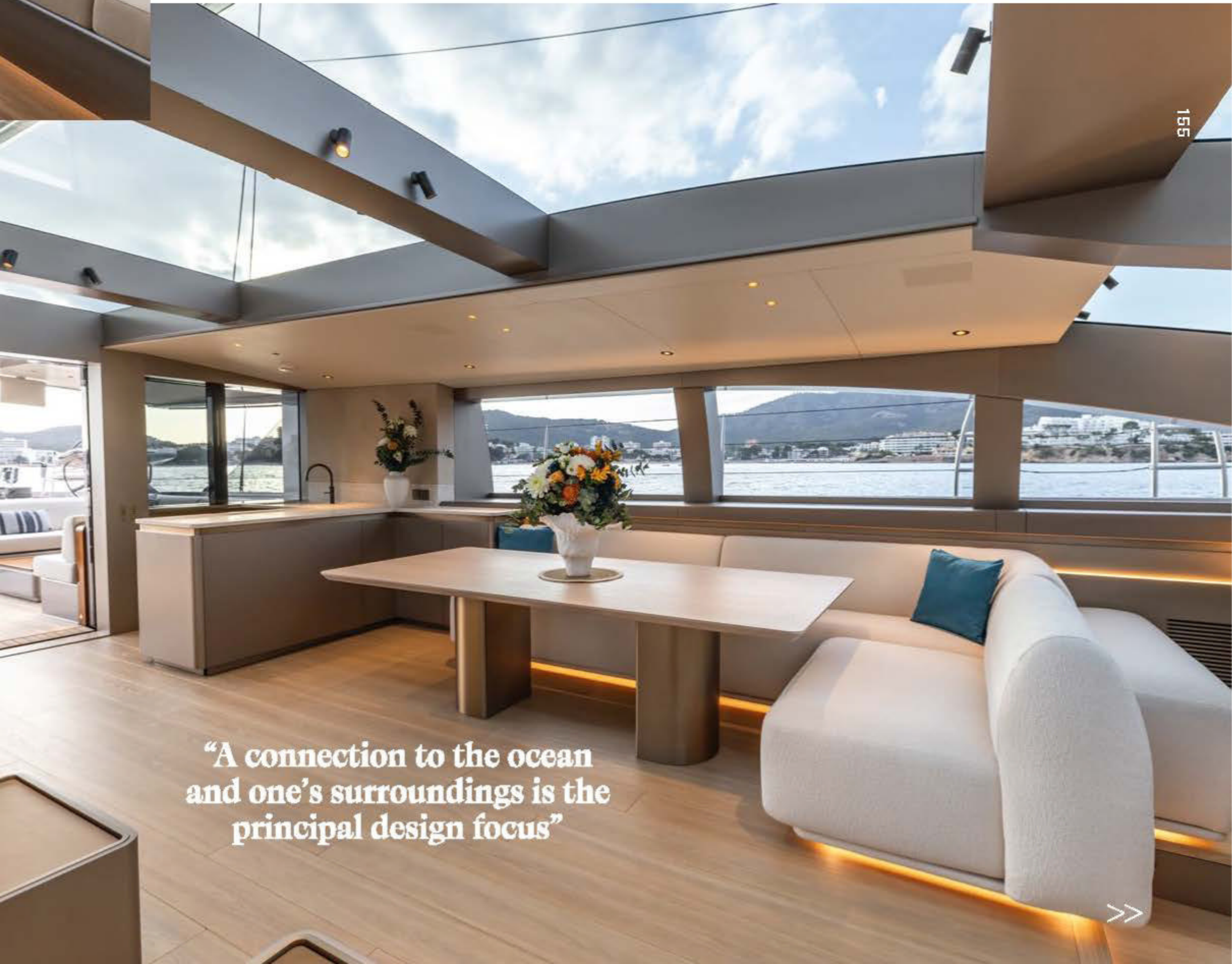
On the main deck, guests can enjoy 360-degree views from within the deck salon (right), owing to the large wraparound windows. The space's brightness is enhanced by a wide skylight that extends the length of the coachroof, which continues out to cover the al fresco lounge area (above)

true wind. "I haven't really had the kites up yet since they still need to be commissioned. So, there's still a bit of testing to do but everything looks very promising so far," Smith says.

The yacht also benefits from elegant and practical sailing solutions pioneered by Vitters, a builder now synonymous with innovation. On the bow, *Magic* makes clever use of two "submarine" anchor systems that keep the foredeck free from clutter for both aesthetic and safety reasons, while a peak shaving battery system helps optimize power usage, reduce fuel consumption and enhance overall efficiency. "She's got 700-volt batteries, which also allows the yacht to operate in silent mode for up to eight hours," Captain Smith notes; the setup is perfect for guests who need a quiet night's sleep. "Everything is very well integrated, so technically, she's very easy to manage."

But with Reichel Pugh behind the build, the captain adds that the yacht's performance was never a top concern. "The biggest trade-off *Magic* had to contend with was around space," he says, especially where guest areas were concerned. For instance, the height in the deck salon coupled with the skylight meant losing some storage in the ceiling boards for equipment. To get more luxurious accommodations, the trade-off was a fixed fin-and-bulb keel instead of a lifting keel, removing some flexibility between coastal and blue water cruising.

On the plus side, the extra living space afforded more creative freedom to the interior design team of British studio Design Unlimited and Belgian designer Pieter Laureys. "The owner had decided on Reichel Pugh and Design Unlimited from *Magic's* inception," Pitasso says. "But [Laureys] had worked on many of the owner's previous architectural projects, so he was



"A connection to the ocean and one's surroundings is the principal design focus"

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On the plus side, the extra living space afforded

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A sliding glass door and step-free access between the indoor and outdoor areas on the main deck serve to seamlessly integrate the two guest living spaces more creative freedom to the interior design team

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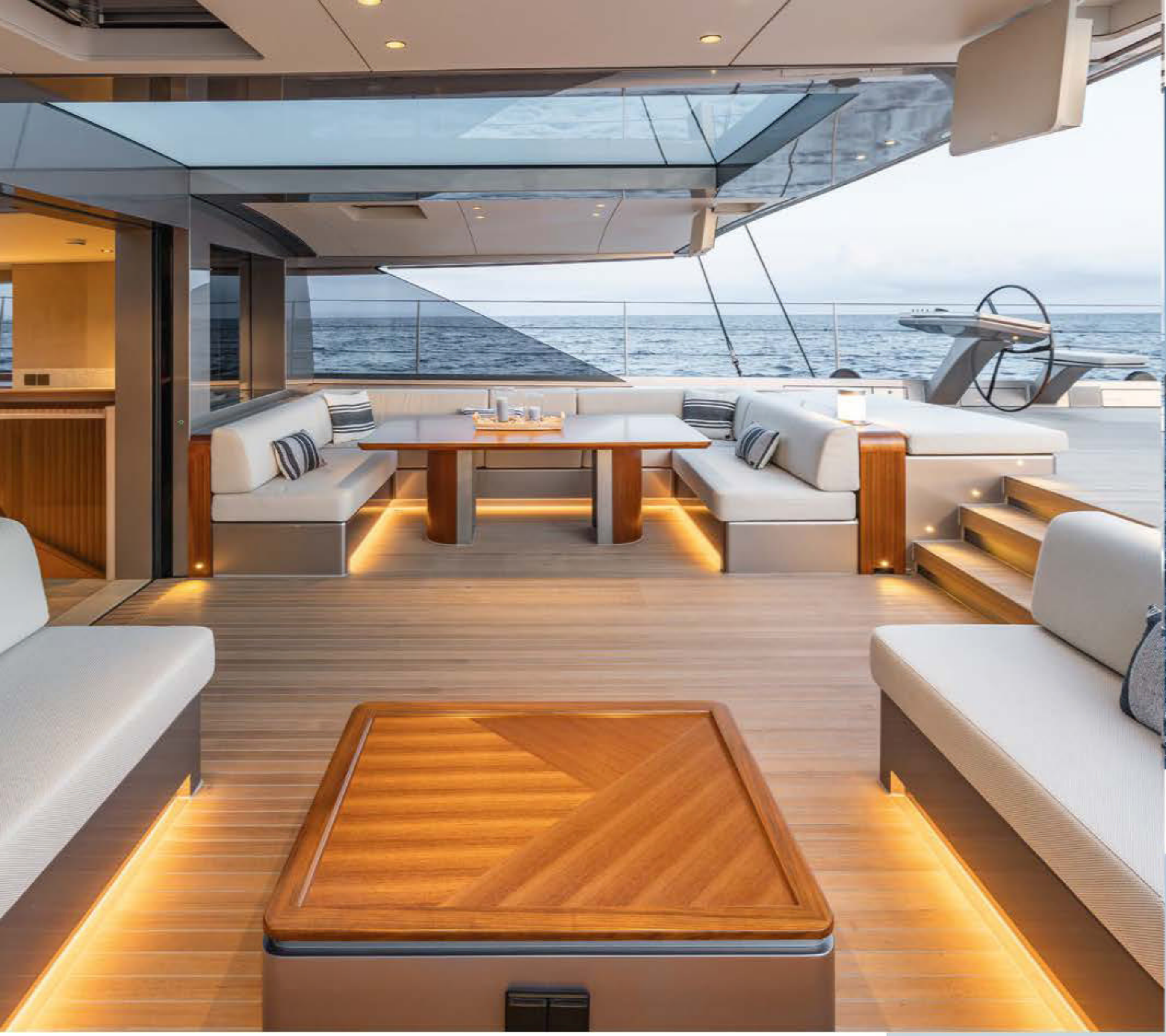
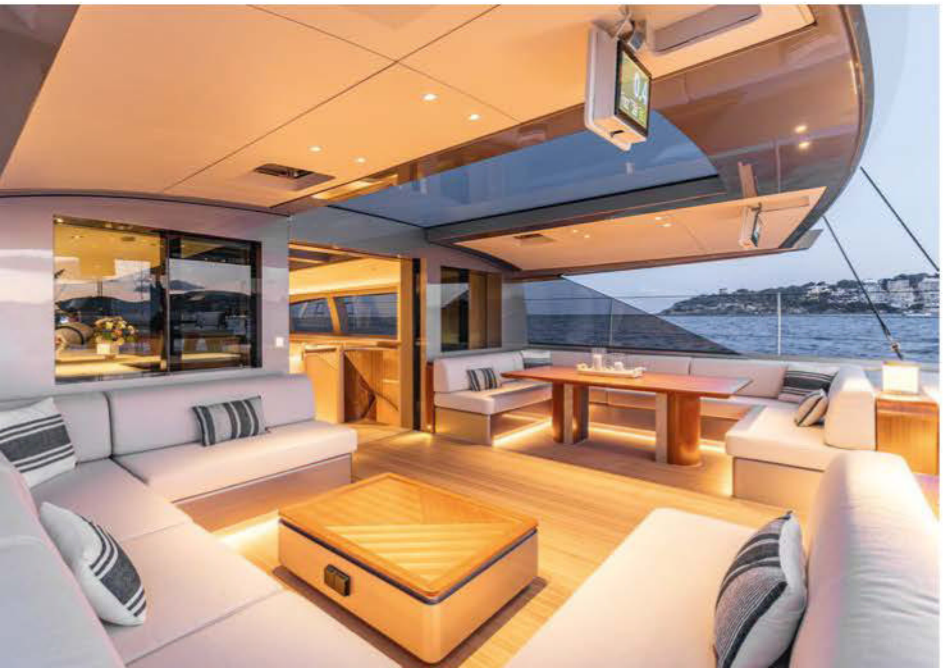


There is an extensive dining space outside to starboard, with a coffee area opposite. This set-up is mirrored inside, but to help create a sense of balance the configuration has been flipped, so that the two dining tables — inside and out — sit on opposite sides of the boat. In addition to an enhanced sense of well-being, the layout symbolizes harmony, order and stability on board



MAGIC
VALLETTA

AUTOMOTIVE INSPIRED

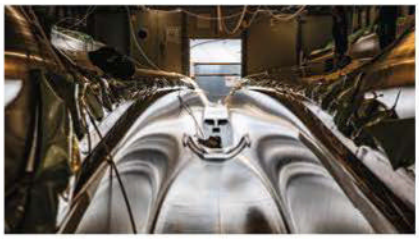
OTHER SAILING YACHTS WITH VEHICULAR FLAIR

DORYAN, 116FT

Delivered in 2015, Baltic 116 *Doryan* was built for fuel-efficient cruising and painted a vibrant metallic red to reflect the owner's love of supercars — particularly his father's favorite Lamborghini.

GALMA, 110FT

This first unit in Wally's wallywind110 semi-custom series is described by the brand as the "equivalent of the Grand Touring car in the automotive world," capable of both high speeds and long distances.



FERRARI HYPERSAIL, 100FT

The upcoming foiling yacht from Ferrari (in partnership with French naval architect Guillaume Verdier) will operate on renewable energy sources such as solar, wind and kinetic.

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> "The owner requested a sleek and relaxed interior with an effortless grace that's infused throughout every part of the yacht"

able to deliver a sense of the owner and his family being at home while on the water."

Laureys already had a solid nautical foundation owing to multiple collaborations with Riva, though *Magic* would represent his largest yacht project to date. "There will obviously be some challenges when marrying residential and naval design fields, such as the choice and application of materials, but theirs has been a seamless cooperation," Pitasso adds.

On the interior, Design Unlimited and Laureys worked with a sophisticated blend of warm tones, nubuck leather and natural timber flooring to evoke a "serene atmosphere" in line with the client's wishes. "This was the client's first project with Design Unlimited, and they requested a sleek and relaxed interior with an effortless grace that's infused throughout every part of the yacht," creative director Mark Tucker says.

The yacht is also clad in a shimmering gray lacquer throughout – offering a sense of continuity from the exterior. "A connection to the ocean and one's surroundings is the principal design focus," Tucker explains, pointing to the deck salon as a primary example of the studio's ethos. Standing in the step-free companionway, guests enjoy 360-degree views thanks to a generous skylight running the entire length of the coachroof and large windows on either side. "This fantastic visual connection and an enhanced feeling of space brings about a light and open ambiance," he adds.

Suede, soft nubuck leather, light oak flooring and bronze details were selected to create a warm, cozy feel throughout the yacht, with Bottocino marble and bronze taps carrying this theme into the en suites

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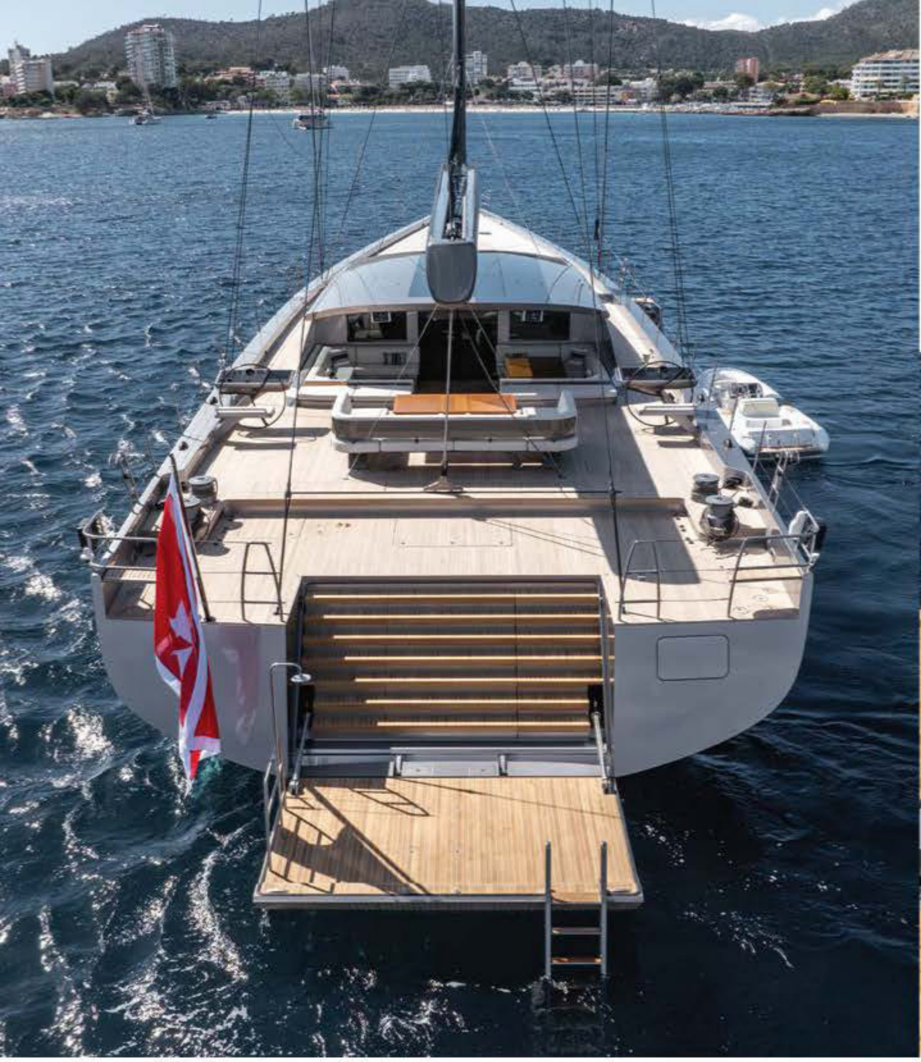
"It's very easy to put up the mainsail using the hydraulics, unfurl a jib and get going. There's very little effort from a crew or owner's perspective"



"I essentially wanted to replicate *Ribelle* on a larger scale, but with a greater emphasis around safety"

The deck salon has a formal dining table to port and adjacent sofa arrangement, generating a natural flow to the forward stairwell. Below, you'll find a double cabin and bunk-style children's cabin, with two additional guest cabins and the owner's suite accessed via the rear staircase.

All of the guest cabins follow the same refined styling with a neutral color palette and bronze accents. However, the full-beam owner's cabin presented the designers with a stylistic challenge that demanded additional creativity. Upon entry, twin sets of steps surround a statement island armoire, while the sculpted ceiling helps usher you into the space. "That wave detail was actually needed for technical reasons so the main salon could remain flush with the aft deck," Pitasso explains. "It's really a credit to the designers that it was able to be integrated so harmoniously."

Elsewhere, the room features his-and-hers walk-in wardrobes, study and additional storage via floating credenzas finished with ribbed paneling. The en suite, positioned further back, is also notable for its use of Bottocino marble, a dense type of impermeable stone that was chosen for its warm attributes and lighter weight compared to more traditional marbles.

The crew areas have been fitted out in the same materials and finishes as the main guest areas, which gives an idea of just how much the owner is willing to invest in fostering positive experiences for all on board. "Particularly on a sailing yacht, where you're all basically sharing one deck, the crew needs to be part of your family," Pitasso says. "The owner felt the crew needed to have a very high level of comfort because they need to be happy, relaxed and able to rest properly so they can keep performing well."

However, a twist of fate meant the owner of *Magic* would never get to enjoy her on a proper sailing adventure. His family – rather ironically – grew by too many members during the yacht's four-year build. He has recently finished refitting a considerably larger motor yacht from Heesen, while *Magic* has joined the brokerage market with Burgess. Yet, with her abundant strengths and undeniable style, it shouldn't take long for the right buyer to fall irrevocably under her spell. ◻

Above: the transom hatch opens to create a generous beach club area with a boarding ladder

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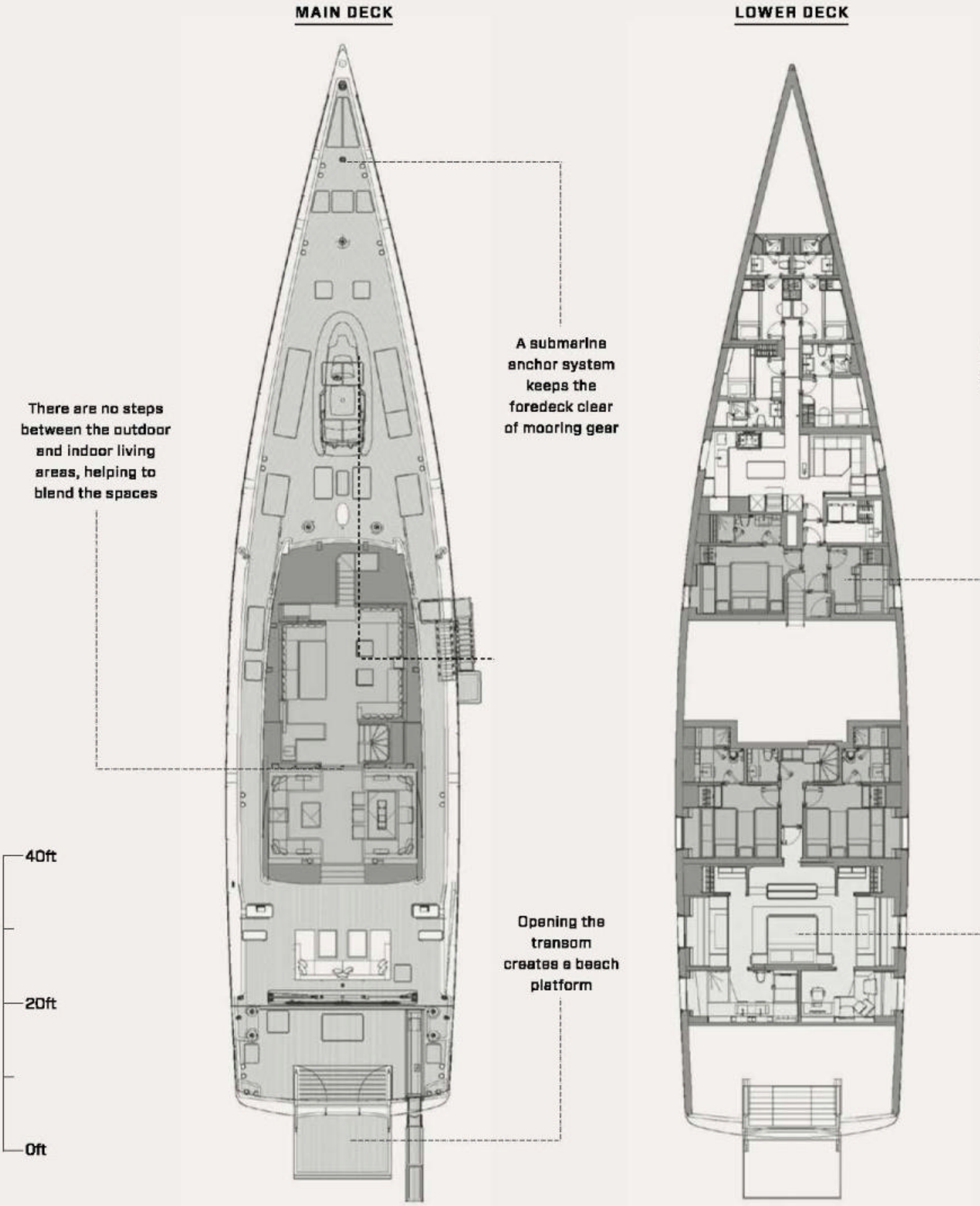
VITTERS SHIPYARD



There are no steps between the outdoor and indoor living areas, helping to blend the spaces

A submarine anchor system keeps the foredeck clear of mooring gear

Opening the transom creates a beach platform

One of the four guest cabins is a bunk room for children

The owner's suite fills the full beam aft

LOA 145' 5"
LWL 136' 6"
Beam 31' 8"
Draft 15' 9"
Gross tonnage 308GT
Engine 1 x 592hp Man
Generators
2 x 55ekW Zenoro
Speed under power
(max/cruise) 12/9 knots

Sails North Sails 3Di
Rigging
Southern Spars
Mast carbon fiber
by Southern Spars
Sail area
11,818 sq ft (upwind)/
18,126 sq ft (downwind)
Fuel capacity
5,468 gallons

Freshwater capacity
1,954 gallons
Owners/guests 10
Crew 7
Construction
Aluminum hull
and superstructure
Classification
Lloyd's Register

Naval architecture
Reichel/Pugh
Yacht Design
Exterior styling
Reichel/Pugh
Yacht Design
Interior design
Design Unlimited;
Pieter Laureys

Builder/year
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FLIP THE SCRIPT

BORN DURING THE COLD WAR, THIS 354-FOOT ENGINEERING ODDITY LIVES ON IN THE 21ST CENTURY THANKS TO A REFIT. *DANIEL PEMBREY* EXPLORES THE STRANGELY SIGNIFICANT WORLD OF *FLIP*

"What a ride that was," Ed Childers says on a bright day in San Diego. The shades and intervening half-century can't conceal his amazement as he recalls the moment. Childers was the original engineer and shipmate on 354-foot R/P *FLIP* (floating instrument platform), which would sink its stern and point its bow skyward.

It launched off the West Coast in June 1962 and the name said it all: "Once you hit that 'point of no return', as it leaned over, it whipped around," Childers says, rotating his hand. "I made 57 revolutions, but I've never seen one *FLIP* the same."

In its vertical position, *FLIP* was an unusually stable open-water research laboratory. It was not a ship as it had no propulsion system (it had to be towed into position), yet film footage of its signature maneuver evokes the memorable scene on *Titanic* where passengers clung to the stern railing, high in the air. The twist was that *FLIP*'s bow remained in this position, its topmost part coming to rest 56 feet above sea level (in calm conditions). What in the world brought this behemoth into being? The answer lies in the Cold War.

In human history, few extinction dangers have been clearer or more present than the 1962 Cuban Missile Crisis. The Soviet Union put nuclear missiles on Cuba, 90 miles from Florida; the US Navy responded with a naval blockade, opening a narrow de-escalation path. Key to the strategy was the ability to identify and neutralize enemy submarines (force them to surface) and the accuracy of sonar bearing.

Bill Gaines, now 88, began his career as a sonarman aboard the USS *Nautilus* SSN 571, the world's first nuclear-powered submarine. "Picture those Cold War submarine movies, *The Hunt for Red October* and all that: I'm the one seated with headphones, listening for acoustic sounds of approaching possibly hostile submarines."

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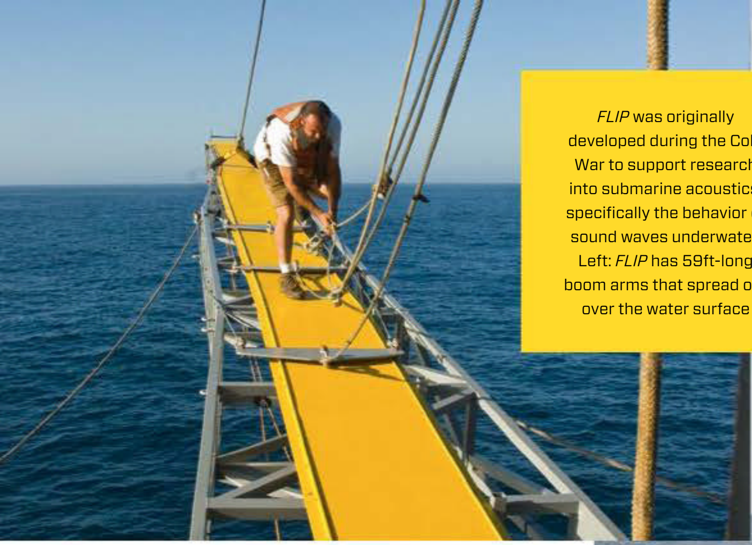

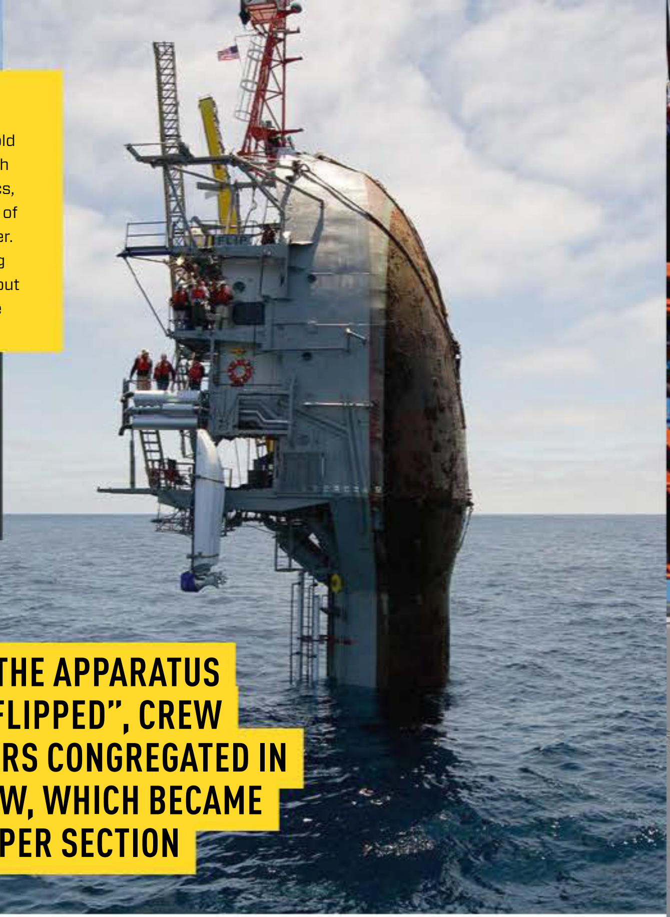

FLIP was originally developed during the Cold War to support research into submarine acoustics, specifically the behavior of sound waves underwater. Left: *FLIP* has 59ft-long boom arms that spread out over the water surface

WHEN THE APPARATUS WAS "FLIPPED", CREW MEMBERS CONGREGATED IN THE BOW, WHICH BECAME THE UPPER SECTION

He would become a US Navy Captain and go on to manage *FLIP* in 1993 at the Marine Physical Laboratory in San Diego's Scripps Institution of Oceanography, but in 1962, it was the study of underwater acoustics that led to *FLIP*'s construction.

"Entering the 1960s, the US Navy needed a way to accurately measure underwater sound wave bearings," Gaines says. "Conventional ships and subs heave and yaw in open water, making it hard to get a good bearing on sound sources. Try looking through a periscope and you'll see. Well, Dr Allyn Vine, the brilliant scientist working with the US Navy, noted how the humble navy mop floated stably in choppy water. So was born this idea of upending a submarine. The design, engineered by [naval architect] Larry Glosten in Seattle, resembled the Louisville slugger baseball bat in profile." The builder was Gunderson Brothers in Oregon, who reportedly built it for around $500,000 - just $5 million today.

Models tested various ballast configurations. The final one produced a flipping sequence that lasted 20 minutes but left most of the "verticalization" until the last 90 to 60 seconds: slow, slow, slow, then fast – jarringly so, as Childers recalls. Because walls and bulwarks turned into floors, everything had to be duplicated – sinks, heads et al – or gimbal-mounted to rotate through 90 degrees, including the generators, galley equipment and bunks. A dream-like quality pervaded life aboard, and not just because of the upended doors and shower stalls, now suspended halfway up walls.

When the apparatus was "flipped", crew members congregated in the bow, which became the upper section, above sea level (except for a small bunkroom below the water line). That long – or, rather, tall – structure was surprisingly claustrophobic. With its submerged mass, *FLIP* was unnaturally stable, too, even on high seas. Childers recalls 13-foot swells in which *FLIP* heaved just inches.

The crew looked out from upper deck platforms, drinking coffee, as waves crashed over the bows of large support vessels. The platform felt as steady as a real island.

Late on December 1 in 1969, near the Hawaiian Islands, the crew were on the very top platform staring out as 82-feet of blue water swells – from a storm 1,490 miles away – crested to within three feet of them. They'd lost electrical power and waves took a big cooler filled with food.

Past a certain point of submersion, *FLIP*'s buoyancy would be compromised. A support vessel was beside them, waiting; they only had to reach it. Deep blue waves the size of office blocks rose, froze at their peaks, merely shedding chilling spindrift there, before sinking, sucking down the salted air with them. All the crew managed to step off as the waves peaked except Ben Parker, the much-liked chef. He hesitated just long enough to fall into a wave with a disconcertingly faraway splash. Thankfully, he made it back to the ship. Even with smaller, gentler waves, embarking or disembarking this way demanded agility, timing and nerve.

The core reason for *FLIP* was the submarine-launched rocket (SUBROC) program. It was a long-range weapon for time-urgent submarine targets and had "greater range and speed than the conventional torpedoes of that era," Gaines says. A rocket would launch from a torpedo tube to the surface and fly on a predetermined ballistic trajectory. At a given point, a re-entry vehicle would separate, drop back into the water and sink, detonating near its target. A direct hit was not necessary to destroy the enemy submarine, but accuracy remained imperative: the re-entry vehicle was to carry a nuclear warhead.

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The challenge lay in both detecting and tracking the hostile submarine, at long range, and getting the right bearing for the ballistic trajectory. To accurately measure underwater sound, a laser, mounted on *FLIP* above water, obtained fixes on submerged objects marked out by reflector poles also protruding above the water line. These distant objects emitted sound. *FLIP*'s extraordinary stability, mid-ocean, made this arrangement a consistently reliable test for accuracy of bearing.

Helpful too was the absence of a propulsion system: there was almost no interference when it came to the sound measurement. The diesel generators delivering power to *FLIP* were sound-insulated and housed above the water line. Its 59-foot-long boom arms spread out over the water's surface like wings, holding instruments away from its body, further lessening interference. Long arrays of sensors would hang from its base, plumbing the influence of water temperature and pressure on sound at greater depths.

While SUBROC went the way of the Cold War *FLIP* remained in service. Acoustic research remained its mission with applications widening to include marine mammal and meteorological studies. However, the US Navy funding was no longer a given, and things didn't always go according to plan. "One time we went down to the Gulf of California in Mexico to study whales," recalls John Hildebrand, a professor of oceanography at the Scripps Institution. "*FLIP* would set down a three-point mooring to prevent it from drifting in the currents." The three "legs" were in fact 11 tons of anchor chain with thick power braid nylon line able to withstand 35 tons of pressure. "The trick was to put down the first 'leg' up-current," Hildebrand says. "On this occasion, the currents were strong enough that, having put down the first leg, *FLIP* began listing at 45 degrees. The tension was so great that there was no way to release it in the normal way, so our captain, Tom Golfinos, ventured out in a dinghy to saw through the nylon line from beneath. We were afraid the released line would whiplash and take him out."

FLIP required a precise sequence of steps to "blow" the ballast tanks and de-flip it to horizontal. Get these wrong, and the rotational tendencies could land it back on the surface with its hull facing up. "Tom [Golfinos] knew the steps; the rest of us didn't," Hildebrand says. "There were instructions written down, but do you really want to be doing it for the first time in those currents?"

Above: DEEP has a subsea testing and training facility, 260ft deep and 2,000ft long. Left: Captain William Gaines in 2009. Below: *FLIP* designers Philip Rudnick, Fred Fisher and Fred Spiess with the first model made from a Louisville Slugger baseball bat

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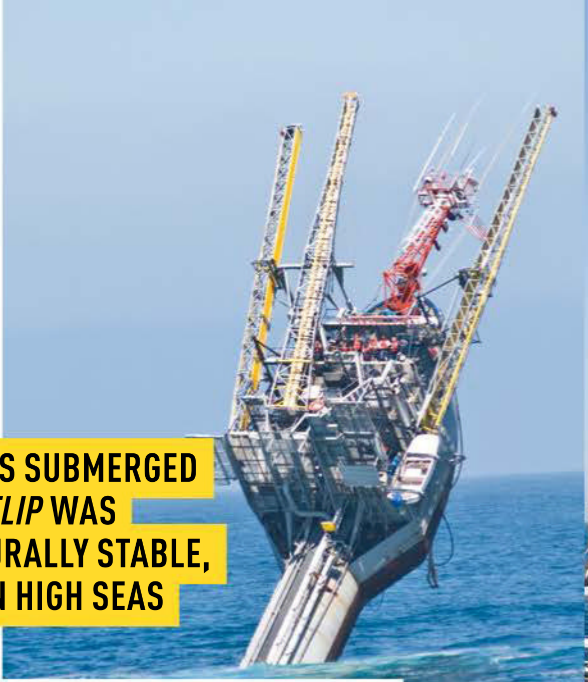


WITH ITS SUBMERGED MASS, *FLIP* WAS UNNATURALLY STABLE, EVEN ON HIGH SEAS

FLIP provided unique benefits to Hildebrand too, however. "There was a mast at the top we could climb and get over a hundred feet above the water, with unobstructed 360-degree views. There were also long ladders up and down *FLIP*; it was like staying in a tree house." It served as an attractor pole for smaller fish, drawing in whales. "We could watch blue and fin whales break the surface, all the while listening in to their sound. That was a first, when we realized, say, 'There's the whale that just broke its song, to take that breath'," he says.

"Nowhere else could offer this coordination of species identification, recorded sound and observed behavior. Blue and fin whales are, respectively, the largest and second-largest animals ever to have lived, including dinosaurs. We began to learn how males would use songs to communicate with fellow whales. Males sing, females don't; broadcasting such a powerful sound announces your position to enemies. It's all about convincing other whales that you have some characteristic, by seeking to project it."

But *FLIP* was not designed for decades of use. It had been built fast with the fierce urgency of a singular Cold War mission. "By the time I arrived, it had been in continuous service for more than 30 years," Gaines says. "During my first survey of *FLIP*, I was truly shocked to discover the rust that the seawater had caused in those ballast tanks."

FLIP could not have wished for a better custodian than Gaines. Steeped in the folkways and thinking of the Navy, he knew how to manage *FLIP*'s budget wisely. He'd earned the ironic nickname Wild Bill. "Yes, I was prudent," he says with a laugh. "I liked to stay on top of things. We had a cook, Tony Parra, who'd also been on the USS *Gudgeon* SS 567 submarine that I'd captained. I found out *FLIP* was using its limited funds to feed the crew when in port. Tony was feeding them well, too. This expenditure was not authorized, so sadly I had to put a stop to it, though Tony still had a job when *FLIP* went to sea." In 1995, Gaines secured the $2 million funding needed to refurbish *FLIP*. "It was a lot of money at that time," he says (almost as much as the 1962 construction budget adjusted for inflation.) "That looked to be its last major overhaul. *FLIP* was riding into the sunset."

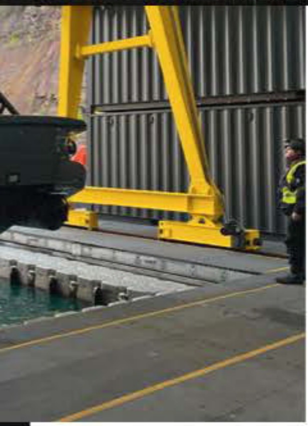
One reason for predicting *FLIP*'s demise was that it couldn't go very far north. The US Navy knew then how strategic the Arctic would become. Glosten Associates, the Seattle naval architects who'd engineered *FLIP*, pointed to the risk of wave periods longer than 17 seconds: these might induce a "resonant heave response" whereby the platform's heave would get out of phase with the waves, potentially causing it to plunge. "Northern latitudes typically have higher waves with longer periods than the lower, tropical latitudes," says Bill Hurley, then Glosten's president – although he adds that a 17-second period can also be associated with large swells at lower latitudes, like those near Hawaii in 1969. Separately, the 4140 high-strength steel used for *FLIP*'s construction was not suitable for low temperatures.

As it turned out, *FLIP* held on for two more decades, completing its final mission in 2017. Qing Wang, a professor of meteorology at the Naval Postgraduate School in Monterey, led the final, 10-person, 30-day scientific mission off California. Helium canisters festooned *FLIP*. The team sent up 180 weather balloons, but their focus lay closer to the waves. "The exchange of moisture and energy between the ocean's surface and the atmosphere just above it is crucial not only for weather forecasting but also for how radar moves through the air over the ocean's surface," Wang

Above: after partially flooding its ballast tanks, *FLIP* tilts vertically, leaving 56ft above the water as it turns stern-first into the sea. *FLIP* was retired in 2023, but was acquired by DEEP (above right)

> **“THERE WAS A MAST AT THE TOP WE COULD CLIMB AND GET OVER A HUNDRED FEET ABOVE THE WATER, WITH 360-DEGREE VIEWS”**

Left: Dr Frank Herr of the Office of Naval Research Ocean Battlespace Sensing Department at *FLIP*’s 50th anniversary. One challenge was that *FLIP* was never intended for long-term use — it was built quickly for its Cold War mission



says. “Plus there is the role our oceans play in absorbing CO2 emissions.”

For the last mission, all three booms were out. From them hung 50 to 100 instruments measuring air pressure, wind speed, temperature and moisture in myriad ways. *FLIP*’s ability to minimize interference with these variables was useful.

“The value of a stable research platform was never in doubt,” Gaines says, “but there’s a reason why no successor to *FLIP* was built: being non-propelled, it was dependent on a support vessel to tow it and install the moorings, then recover the moorings after the mission, and the costs of these are exorbitant. Much of the oceanographic research that *FLIP* came to support could be accomplished in computer labs by students.” That trend was only going one way with AI and increased computing power. *FLIP* was decommissioned in 2023 and consigned to a floating scrapyard in Ensenada, Mexico.

This is where the story itself flips. Monitoring *FLIP* from afar was DEEP, a company based in the UK seeking to create undersea habitats. DEEP had envisaged creating its own giant spar buoy, inspired by *FLIP* and featuring a deep airlock for divers. It now picked up *FLIP* for a fraction of the inflation-adjusted, 1962 construction cost.

Adding to that cost, though, was the expense of craning the 700-tonne behemoth onto a heavy lift vessel, piloting it through the Panama Canal and crossing the Atlantic to MB92’s yard in France, where *FLIP* is now being renovated – with a budget surely running into the tens of millions. The new *FLIP* will have big windows, fuel cells that can provide fully renewable energy, plus more room for scientific equipment, which may include autonomous undersea vehicles.

Last November, *Science* magazine reported that an “unnamed North American tech entrepreneur” is serving as DEEP’s primary supporter and sole shareholder. Sentiem, a London-based, self-styled venture builder and investor, described on its website how its “Ocean Technology and Exploration theme seeks to advance our understanding of one of Earth’s most abundant yet inaccessible resources.” DEEP highlights *FLIP*’s research capabilities, inviting feedback on which scientific purposes it should now be used for, which suggests that the *FLIP*-for-hire business model of Gaines’ day will resume. Or perhaps the real role will be closer to its Cold War origins: stealth programs counteracting extinction risks. Could the more realistic refuge in an extinction event lie not on Mars but rather under our seas? Sentiem speaks of “generational time frames”; meanwhile, the urgency of DEEP’s mission has *FLIP* relaunching as early as 2026.

R/P *FLIP* may be uniquely placed to help mitigate risks to us all yet. Gaines has been impressed by DEEP’s team. Above all, he’s relieved that his former charge is being upcycled rather than “recycled into disposable razor blades”. Keep a weather eye on which direction this one-off platform takes next. Fingers crossed it will be back in action (but not too much action) before long. ◻

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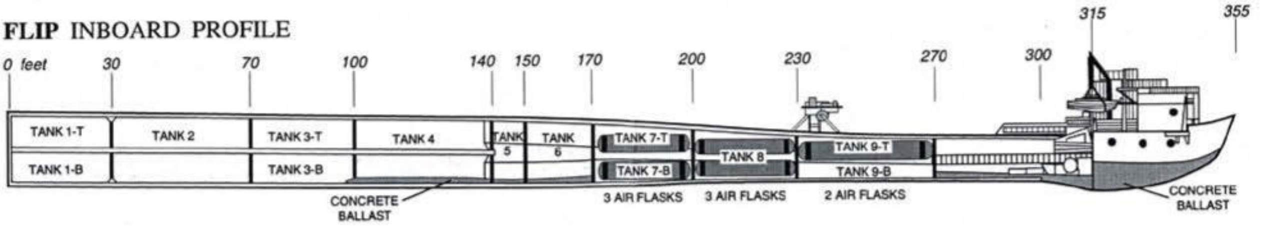

LINE *of* BEAUTY

ONE OWNER'S PASSIONS FOR ART, ARCHITECTURE, NATURE AND A SPIRIT OF INCLUSION FORMED THE CORNERSTONES FOR THE DESIGN OF *TREMENDA*, AS *JULIA ZALTZMAN* DISCOVERS

PHOTOGRAPHY Maurizio Paradisi

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It's not unusual for superyacht designers to take creative inspiration from a client's private residence, which provides a deeper understanding of a family's taste and lifestyle preferences than a series of conversations ever can. Yet Giorgio M Cassetta of Cassetta Yacht Designers didn't find his design inspiration in the homes of this yacht's owners. Instead, it was his visit to their corporate headquarters that sparked his artistic tendencies.

"My experience of these clients is that their taste in architecture and design is really refined, so I traveled to their offices and discovered a space that is a masterpiece of art, architecture and interior design," Cassetta tells me. He drew inspiration from the owners' vast collection of paintings and sculptures, as well as beautiful green gardens populated with installations and fountains like an oasis placed atop a city skyscraper. "It wasn't just for the owners' enjoyment, but also their employees', and I thought, if this is how they like to share their pleasure for beauty in the everyday work environment, then we must bring that spirit of inclusion into their yacht."

That was in 2018, when yacht broker Frank Grzeszczak introduced Cassetta to the family. At the time, Cassetta's design studio was still relatively new, but Grzeszczak convinced his clients, and they contracted him to design the exterior architecture and general arrangement. Although he had worked on larger, custom yachts, this was his first client commission for a full custom project.

Cantiere del Marche's *Tremenda* is the first full-custom new build for both the owners and designer Giorgio M Cassetta

"MY EXPERIENCE OF THESE CLIENTS IS THAT THEIR TASTE IN ARCHITECTURE AND DESIGN IS REALLY REFINED, SO I TRAVELED TO THEIR OFFICES AND DISCOVERED A SPACE THAT IS A MASTERPIECE OF ART, ARCHITECTURE AND INTERIOR DESIGN"

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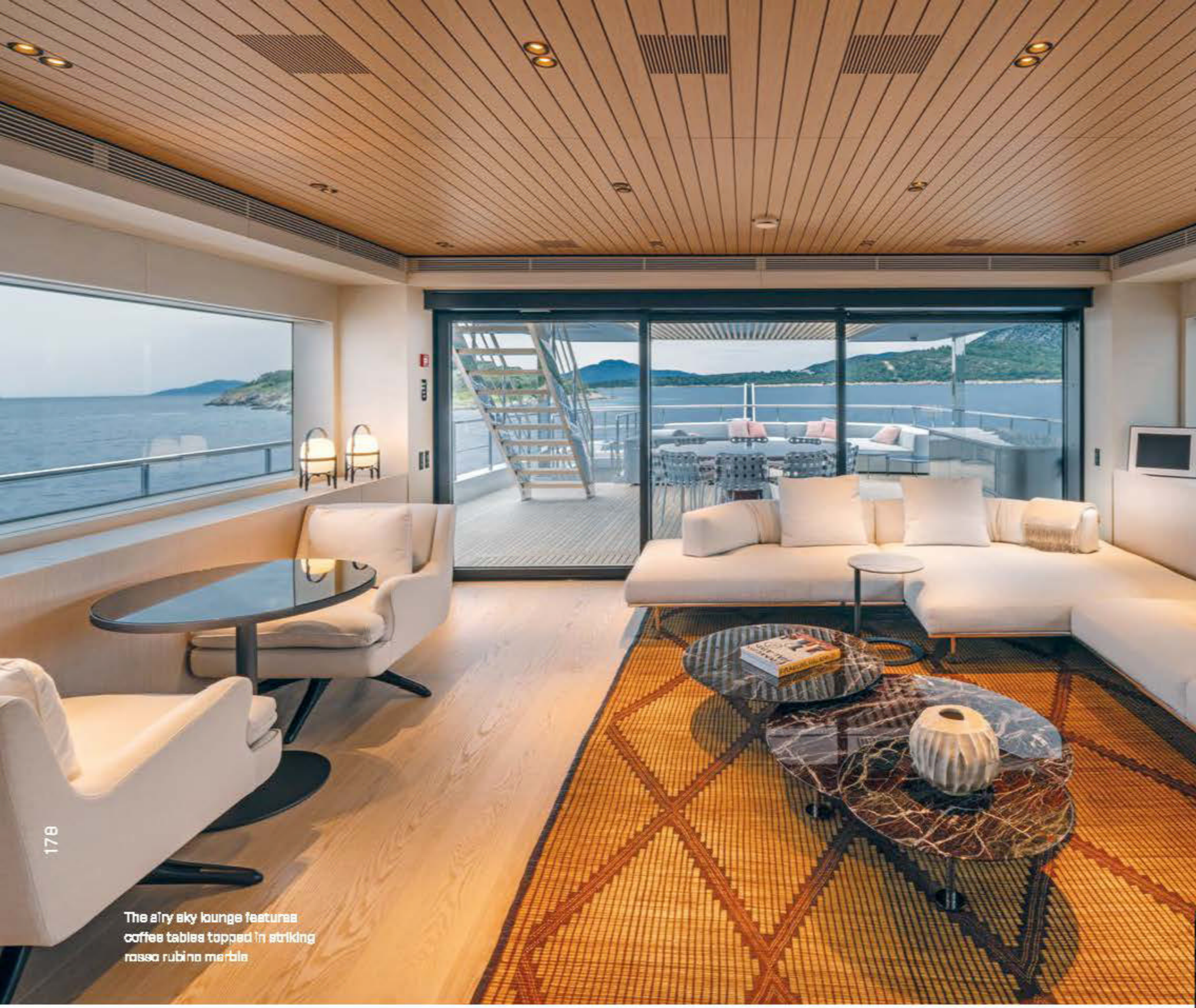


The airy sky lounge features coffee tables topped in striking rosso rubino marble

These experienced yachties had previously owned five boats, including a similarly sized yacht from another Italian yard. The Cantiere delle Marche (CdM) yacht, called *Tremenda*, was also their first full custom project. Their vision for a "simple boat" with a sensible design is evident from the moment I step aboard in the port of Piraeus, Athens, where the crew had just completed some minor maintenance ahead of her navigation through the Corinth Canal.

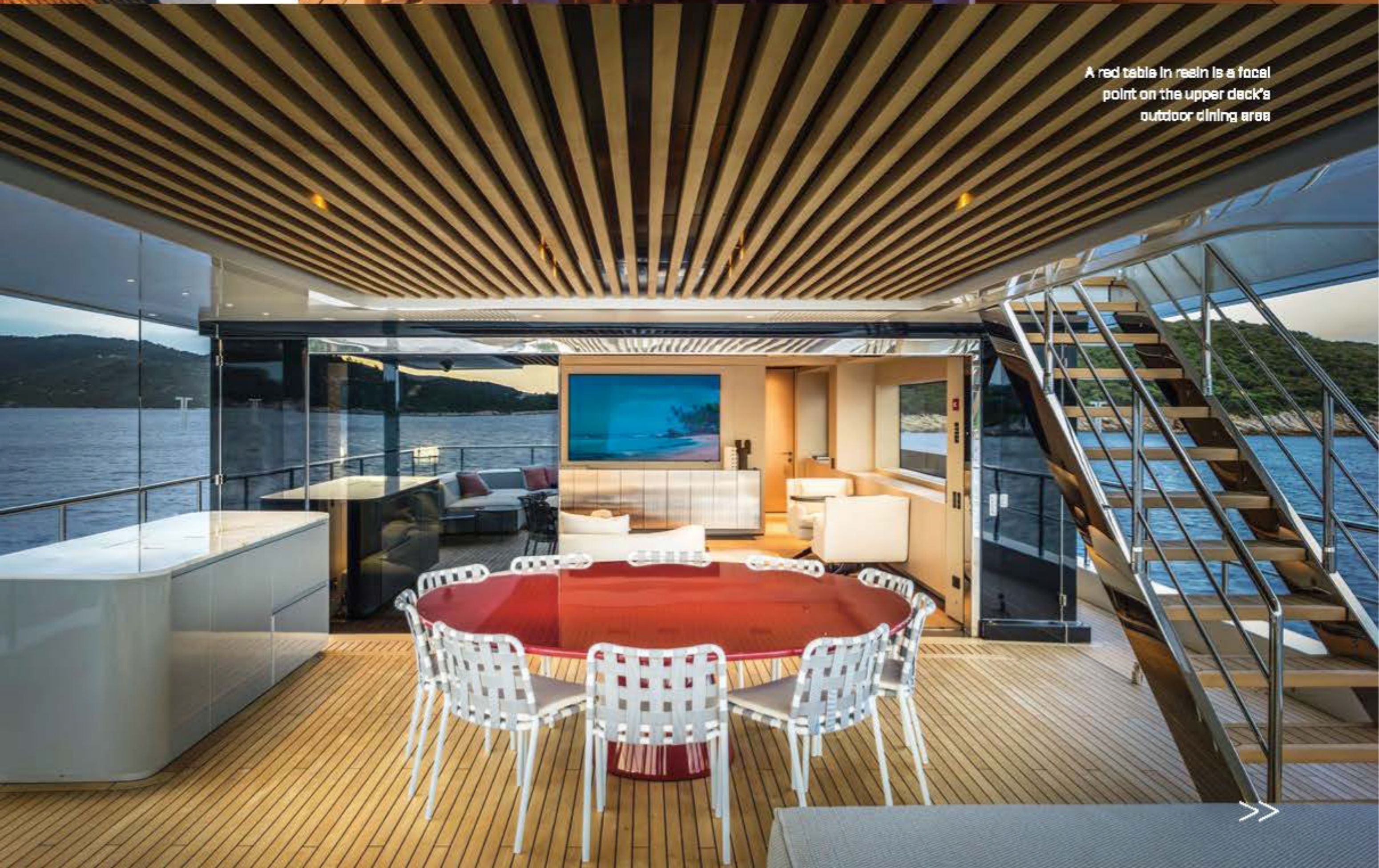
A bank of soft, white lounge sofas facing out to sea with convenient resin drinks trays wedged between the cushions is the first indicator that the designer nailed the brief. A white resin dining table faces blue, floral upholstered wooden chairs that echo the pattern of the Flexiteek slats on the ceiling, an ensemble that invites lingering lunches. A round red resin table on the upper deck is striking, but the main aft deck's refined minimalism allows the yacht design to shine.

The immense exterior decks were among the owners' prerequisites. Cassetta dismissed a beach club as being the "stupidest thing in the world" on a boat of this size, designing instead a swim platform large enough for lounging, launching water toys and connecting to the main deck living area via stairs on both sides. It's a key reason why the yacht went from its original 138 feet to over 10 feet more.

"I'm really in love with those stairs. They're so comfortable that people sit on them as benches and they integrate well with the architectural design," he says. He also highlights the cut-outs that afford the crew easier access for mooring operations and guests unobstructed views.

Another request from the owners was to get plenty of shade from the sun but as much brightness as possible, a seemingly contradictory goal. Large structural awnings on every deck and the fully covered sundeck fulfill the brief. The sundeck is Cassetta's favorite space. Its round table clad in

THE EXTERIOR DECKS ARE MATCHED WITH FLEXITEEK CEILING SLATS, WHICH, ACCORDING TO THE YACHT'S CAPTAIN, SAVE THE CREW FROM A "MAINTENANCE NIGHTMARE"



A red table in resin is a focal point on the upper deck's outdoor dining area

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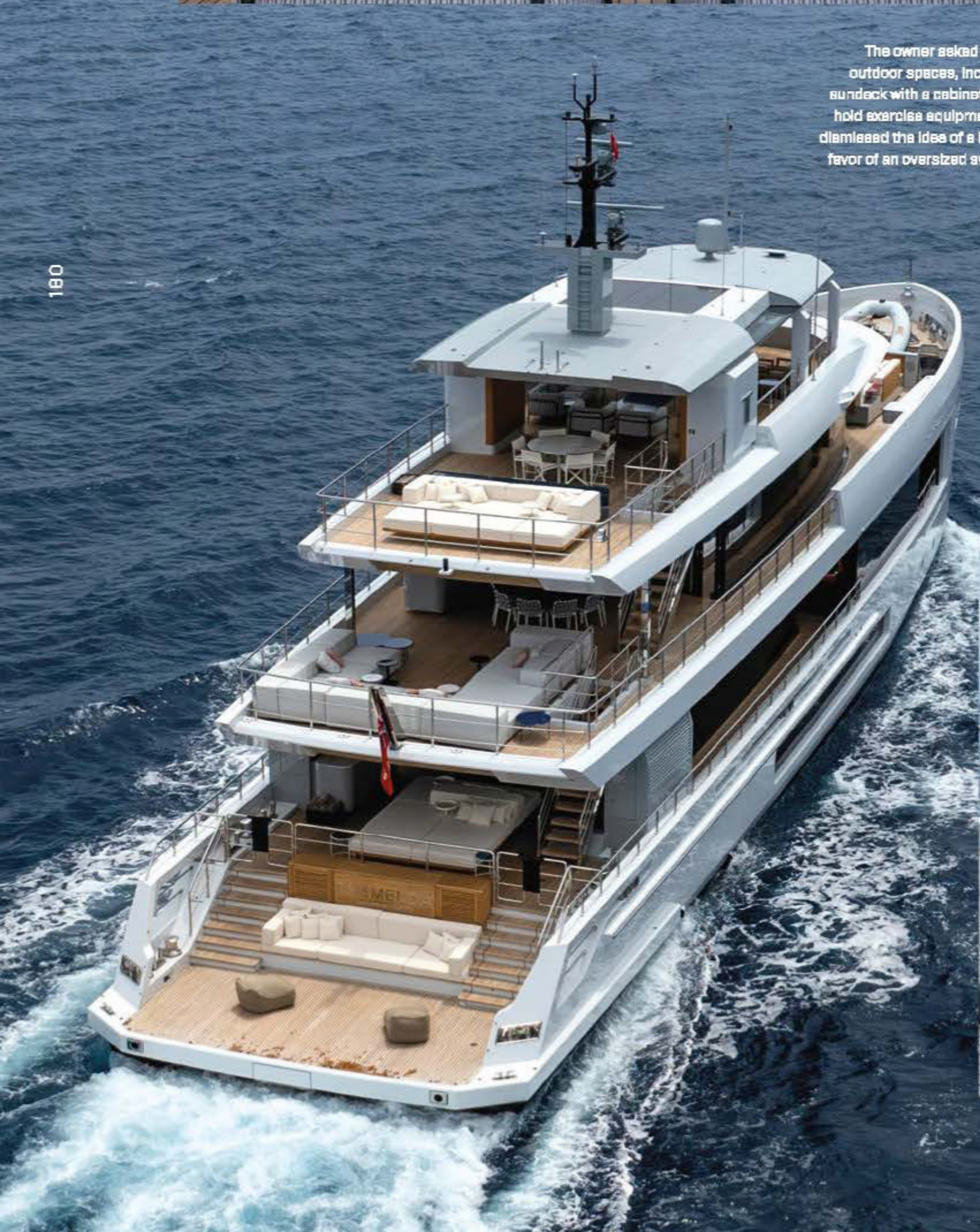
The owner asked for immense outdoor spaces, including a vast sundeck with a cabinet designed to hold exercise equipment. Cassetta dismissed the idea of a beach club in favor of an oversized swim platform



ANOTHER REQUEST FROM THE OWNERS WAS TO GET PLENTY OF SHADE FROM THE SUN BUT AS MUCH BRIGHTNESS AS POSSIBLE, A SEEMINGLY CONTRADICTORY GOAL

Carrara marble, as is a nearby cocktail bar, a bank of oversized sunpads, and a convivial seating area with sofas upholstered in eye-catching stripes form an attractive al fresco dining area.

Vast banks of windows, including on the lower deck where the guest suites are located, counter the ample exterior shade the structural awnings provide and allow in natural light. "Integrating both shade and light in a nice secure design was challenging but it comes down to the fact we had the right amount of time to thoroughly refine the design," Cassetta says.

The three-year design phase wasn't without its difficulties, taking a pause at the start of the pandemic. On the upside, it gave Cassetta ample time to perfect the exterior's clean, uncluttered styling. In profile, a graceful sheer line that ends in a near vertical bow defines *Tremenda*.

The naval architecture is by Hydro Tec, which works closely with the Ancona-based CdM shipyard. "We collaborated with Hydro Tec to get a specific shape of the bow, which is so very masculine and imposing, but at the same time sleek and elegant," says Cassetta, who takes great satisfaction in the fact that the design stands on its own merit, without unnecessary ornaments.

The lack of fashion plates and added details also caters to the owners' preference for form and function. The exterior teak decks are matched with Flexiteek ceiling slats, which, according to the yacht's captain, save the crew from a "maintenance nightmare." Functionality boils down to the smallest of elements; on the sundeck, a cabinet designed to hold loose exercise equipment

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"DESIGNING *TREMENDA*'S INTERIOR WAS ABOUT TRANSLATING THE OWNER'S VISION INTO SPACES THAT FEEL BOTH DEEPLY PERSONAL AND UNIVERSALLY WELCOMING"

>>

This display in the main salon is one of many pieces of art and sculpture on board from the owners' private collection

incorporates a rubberized top allowing guests to drop free weights and not damage the teak.

The bow is dedicated to the storage of two jet skis and a 23-foot Williams Jet tender in a sunken tender well. The massive tender capacity forms part of the yacht's explorer qualities. The yacht, fitted with twin 1,400-horsepower MAN V12 engines and ample fuel capacity of 14,000 gallons, has transatlantic capability (her range at six knots is 9,000 nautical miles). Four CMC Marine electric stabilizers make the yacht steady as a rock. Then there's the "unprecedented levels of storage," according to her captain, including six refrigerators and a walk-in freezer on the lower deck. More toys are stored aft, though none with lithium batteries. The experienced captain who joined the build four months before delivery put his foot down, citing fire hazards.

The mandate was for generous amounts of guest space. This includes good interior ceiling height, with the main deck and upper deck measuring seven feet, three inches, and seven feet, seven inches (more than has been standard but increasingly a client's prerequisite).

"WE WANTED EACH GUEST TO FEEL EMBRACED BY THE ENVIRONMENT, WHICH IS WHY WE PAIRED WARM WOODEN TONES WITH TACTILE RESIN FINISHES, CREATING A SOOTHING CONTINUITY"

The slender, painted metal staircase was intentionally left exposed to create a sense of weightlessness, as if it floats between the decks

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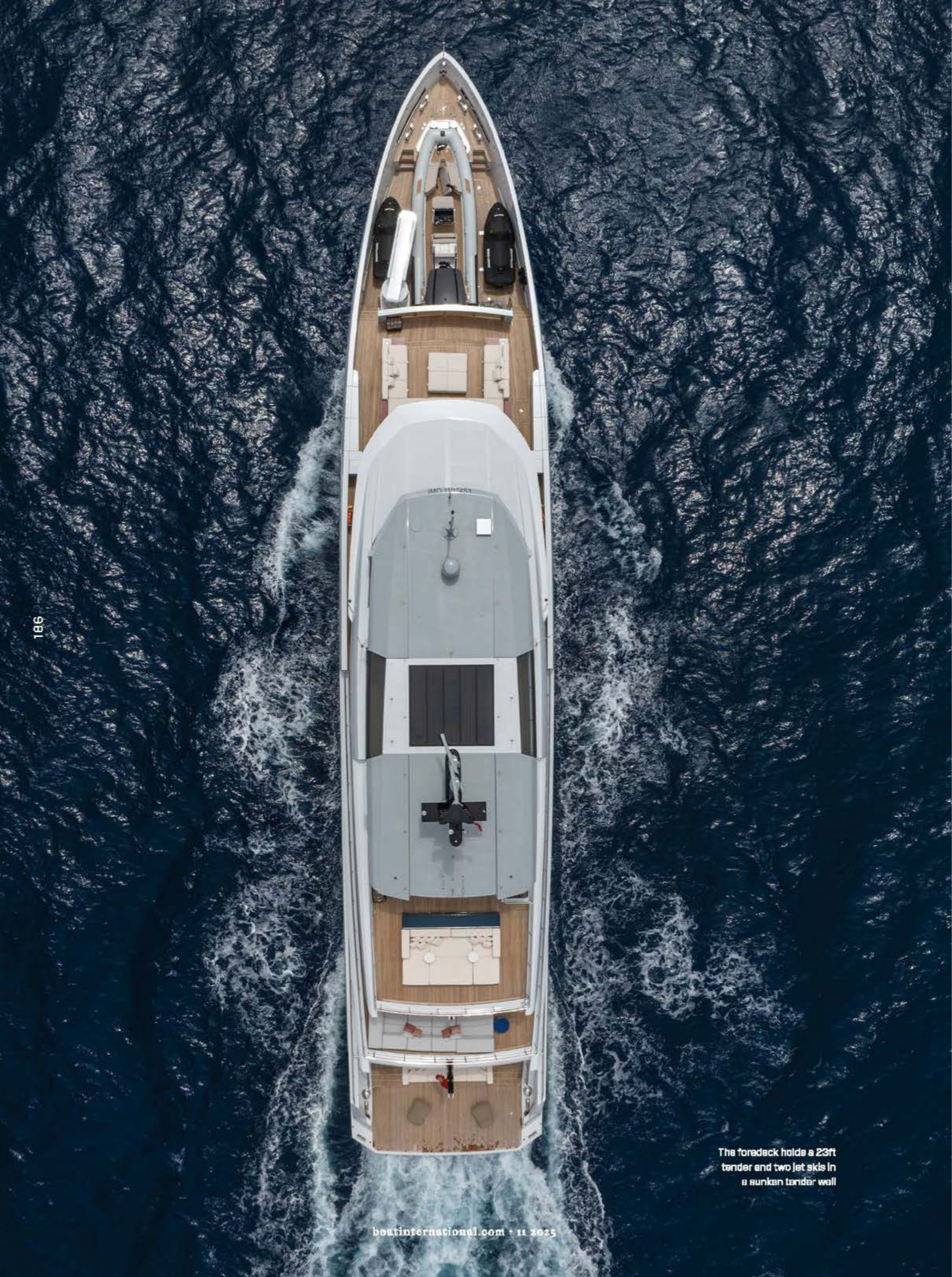


The foredeck holds a 23ft tender and two jet skis in a sunken tender well

THE OWNERS' VISION FOR A "SIMPLE BOAT" WITH A SENSIBLE DESIGN IS EVIDENT FROM THE MOMENT I STEP ABOARD

>>

To create the interior ambiance, the clients worked with Tiziano Mecella and the Cantiere delle Marche's in-house studio team. "For us, designing *Tremenda*'s interiors was about translating the owners' vision into spaces that feel both deeply personal and universally welcoming. Every detail reflects their desire for warmth, serenity and an understated sense of luxury. We wanted each guest to feel embraced by the environment, which is why we paired warm wooden tones with tactile resin finishes, creating a soothing continuity in all interior spaces."

There are a few precious marbles incorporated as well, such as a gold-veined green marble on the main deck's dining table and a rosso rubino marble on the sky lounge's coffee tables. It's here where one of the most delightful design quirks is found – a hidden cocktail bar for guest use.

There is little variation in footprint between the two VIP cabins and two oversized twins (one with Pullman) save for the VIPs' open en suites with sliding privacy doors that have a voluminous impact on the perception of interior space. Long, low windows afford water views while backlit glass-fluted wardrobe doors and nero d'Avola Salvatori stone in the bathrooms reflect the "beach house" interior aesthetic. The theme continues in the shared guest areas, with stone-hued plaster on the walls, textured natural rattan on the doors and fluted wood

“EVERY DETAIL REFLECTS THE OWNERS’ DESIRE FOR WARMTH, SERENITY AND AN UNDERSTATED SENSE OF LUXURY”

Preceding the owner’s suite on the main deck forward (top and opposite page) is a private office and lounge area

>>

Both VIP cabins enjoy open en suites with sliding privacy doors that have a voluminous impact on the perception of space

paneling on the central staircase. "The staircase is one of my favorite elements," Micella adds. "Its slender, painted metal structure was intentionally left exposed to create a sense of weightlessness, as if it floats between the decks. It symbolizes the lightness and openness that define the entire interior concept."

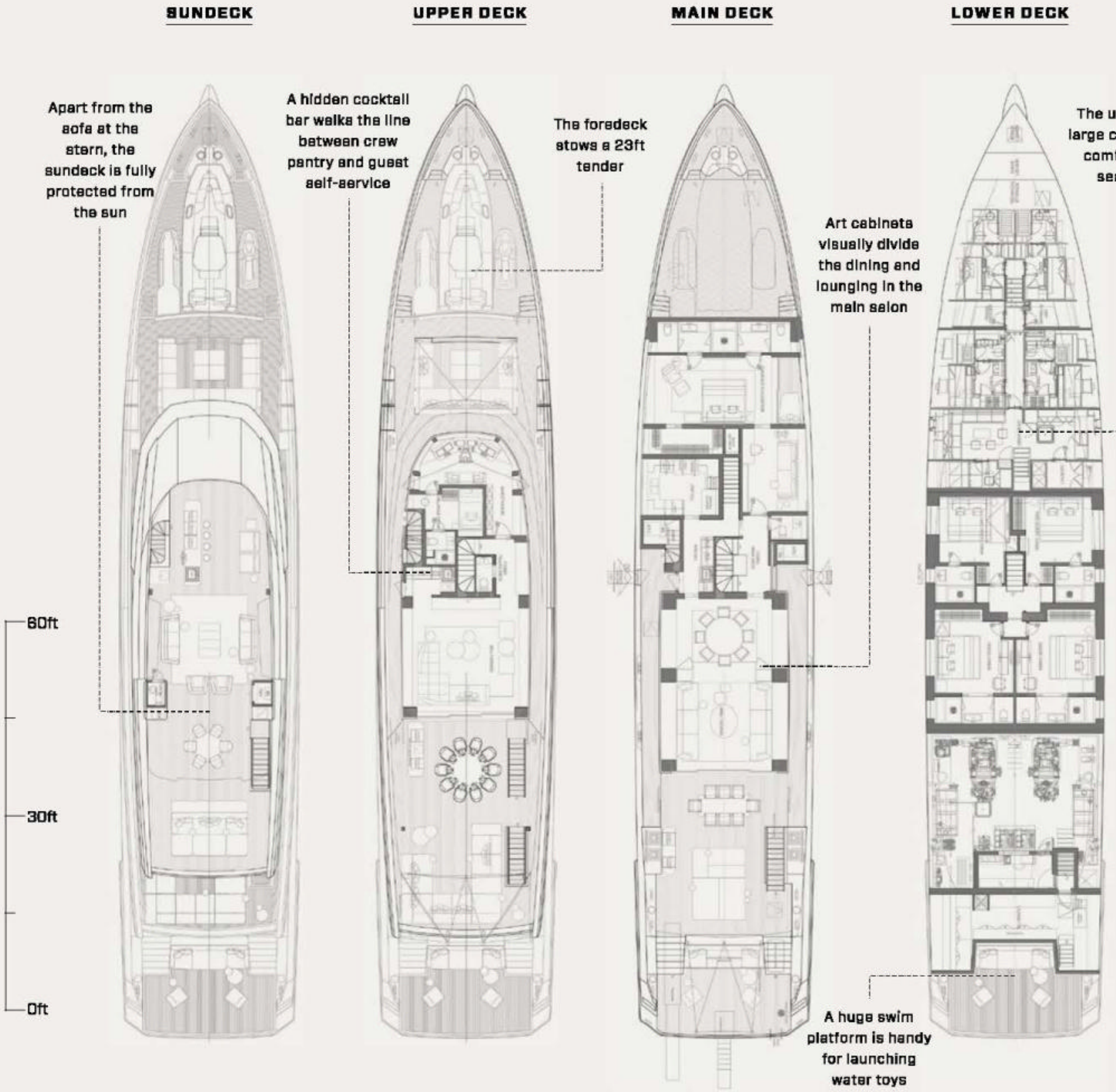
The stairs lead from the lower deck guest cabins to the owner's suite forward on the main deck, which is entered via a private office and lounge area. It's not quite full beam due to a starboard private balcony. The trade-off for the owners is independence, Cassetta says. "Fold-down balconies require a crew set-up, whereas this allows the owner to go from bed to balcony without interruption." A walk-in closet provides noise insulation from the nearby galley. The sizeable his-and-her en suite features ribbed crema d'Orcia textured stone and is connected via an adjoining shower.

An integrated TV mirror takes pride of place, facing abstract art above the bed. It's one of many pieces of art and sculpture adorning the yacht, all taken from the owners' private collection in a neat circle back to Cassetta's original design intent. "This is one of the few projects that, from an exterior design point of view, I can say we achieved 99 percent of our expectations."

It appears the owners have the same feeling. Since taking delivery in March 2025, they have virtually lived aboard, completing 2,500 nautical miles cruising around Turkey and Greece before continuing their travels throughout the summer with visits in Montenegro, Croatia, Albania, Sicily and Corsica. *Tremenda*, it seems, is a tremendous success. □

TREMENDA

CANTIERE DELLE MARCHE



Apart from the sofa at the stern, the sundeck is fully protected from the sun

A hidden cocktail bar walks the line between crew pantry and guest self-service

The foredeck stows a 23ft tender

Art cabinets visually divide the dining and lounging in the main salon

The unusually large crew mess comfortably seats 10

A huge swim platform is handy for launching water toys

LOA 150'
LWL 141'
Beam 28' 1"
Draft 7' 10"
Gross tonnage
464GT
Engines
2 x 1,088kw MAN V12
Generators
2 x 118kW Caterpillar

Stabilizers CMC Marine, zero speed
Speed max/cruise
16.4/12 knots
Range at 10 knots
4,370nm
Fuel capacity
14,000 gallons
Freshwater capacity
3,038 gallons

Tender
23' Williams Jet tender
Owners/guests 12
Crew 9
Classification
C ✠ Hull-MACH Ych unrestricted navigation

Construction
Steel hull; aluminum superstructure
Naval architecture
Hydro Tec
Exterior styling
Cassetta Yacht Designers
Interior design
Tiziano Macella

Builder/year
Cantiere delle Marche/2025
Ancona, Italy
+39 071 208705
info@cantieredellemarche.it
cantieredellemarche.it

BOAT PRO

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THE NUMBER OF PROJECTS DELIVERED BY CANTIERE DELLE MARCHE SINCE ITS FIRST DELIVERY IN 2011

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The Islands of Islamorada offers 22 oceanfront villas and eight ocean-view suites

Best by boat

Cecile Gauert ventures south to rediscover the charms of Islamorada

“It's the best view in the resort,” our concierge says as we enter the second-floor living room. Beyond the terrace are blue hues fringed with a ribbon of white sand, where kayaks wait for takers and coconut palms sway. For the record, this is villa 12 of the 22 nearly identical, three-floor waterfront white villas comprising The Islands of Islamorada, a private resort off Florida's Old Keys Highway. (There are also a few hotel suites in a separate building.)

After a quick orientation that provides the private codes for the gate, villa and garage, we meet Larry at the thatch-roofed bar by one of two pools for a welcome wine cocktail. He took his first bartender job in the Keys nearly 40 years ago, and we trade stories for a while. *Continued overleaf...*

PHOTOGRAPHY: THE ISLANDS OF ISLAMORADA

THIS MONTH: *seven days in Tonga / the Amalfi Coast's Limoncello lore / the otherworldly beauty of the Galápagos Islands*

EDITED BY Georgia Boscawen

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CONTINUED FROM PREVIOUS PAGE

The resort is small, private and focused on Atlantic views. In summer, the water is warm and calm. A floating barrier keeps seaweed and sea life mostly at bay, with the coral reef just offshore offering protection.

Islamorada is growing in popularity. Less developed than Key Largo to the north and Marathon farther south, it offers plenty for visitors. The Beach Café at Morada Bay serves casual dinners with a heaping side of sunset. Next door is the fine-dining Pierre, where Netflix filmed scenes of the series *Bloodline*, a thriller and love letter to the Keys. Lingering long after the last spoonful of key lime pie, we watch the lightning.

On day two, Captain Rob of Cheeca Rocks Charters takes us from the marina – accommodating boats up to 32 feet – for a sunset cruise on Florida Bay. On the way to the quirky Toilet Sea Cut, where generations have adorned markers with toilet seats (a tradition dating to 1960s Hurricane Donna), we spot a few fins. The dolphins tease but never come close enough for a shot. The sunset, however, doesn't disappoint. We idle until the sun melts into an orange-tinged sea. Then, the boat speeds to Papa Joe's. The black grouper is perfectly grilled, the shrimp curry beautifully presented.

THE ISLANDS OF ISLAMORADA IS A RETREAT AND A LAUNCHPAD FOR A FAMILY ADVENTURE

The concierge can arrange food delivery, groceries or even a chef. A grill is also in each villa. Vacations here are truly à la carte, and guests can rely on the attentive service as much as they wish. The resort's hospitality manager is CoralTree Hospitality, the same group behind Pier Sixty-Six and Albany in the Bahamas.

Each villa accommodates up to 10 in four large bedrooms. Children will love the bunk beds (in a few villas), while adults might appreciate the option to load bags into the elevator and ride up.

With its mix of privacy, comfort and easy access to the Upper Keys and marinas, The Islands of Islamorada is both a tucked-away retreat and the perfect launchpad for a family adventure. *theislandsofislamorada.com*

Tonga

Captain Henry Say of 266-foot sailing yacht *Sea Eagle* charts a course through Tonga's hidden treasures, taking in turquoise lagoons, pristine beaches and cultural encounters

Day One

Fly into Nuku'alofa, Tonga's vibrant capital, where *Sea Eagle* awaits. Let the crew welcome you on board with refreshing cocktails on deck. After lunch, explore the royal palace and local markets or simply soak in the South Pacific atmosphere before setting off for Ha'afeva.

Day Two

Following a 75-nautical-mile cruise, awake before the small island of Ha'afeva, a hidden gem of the Ha'apai group, with pristine beaches and lush tropical landscapes. Snorkel vibrant coral reefs and swim in clear waters. Immerse yourself in traditional Tongan culture with local music, dance and crafts.

Day Three

In the morning, *Sea Eagle* will raise her sails and cruise 30 nautical miles to Ha'ano. After lunch on board, snorkel amid vibrant coral reefs teeming with marine life. Later, wander through coconut-fringed shores and unwind in the island's natural serenity.

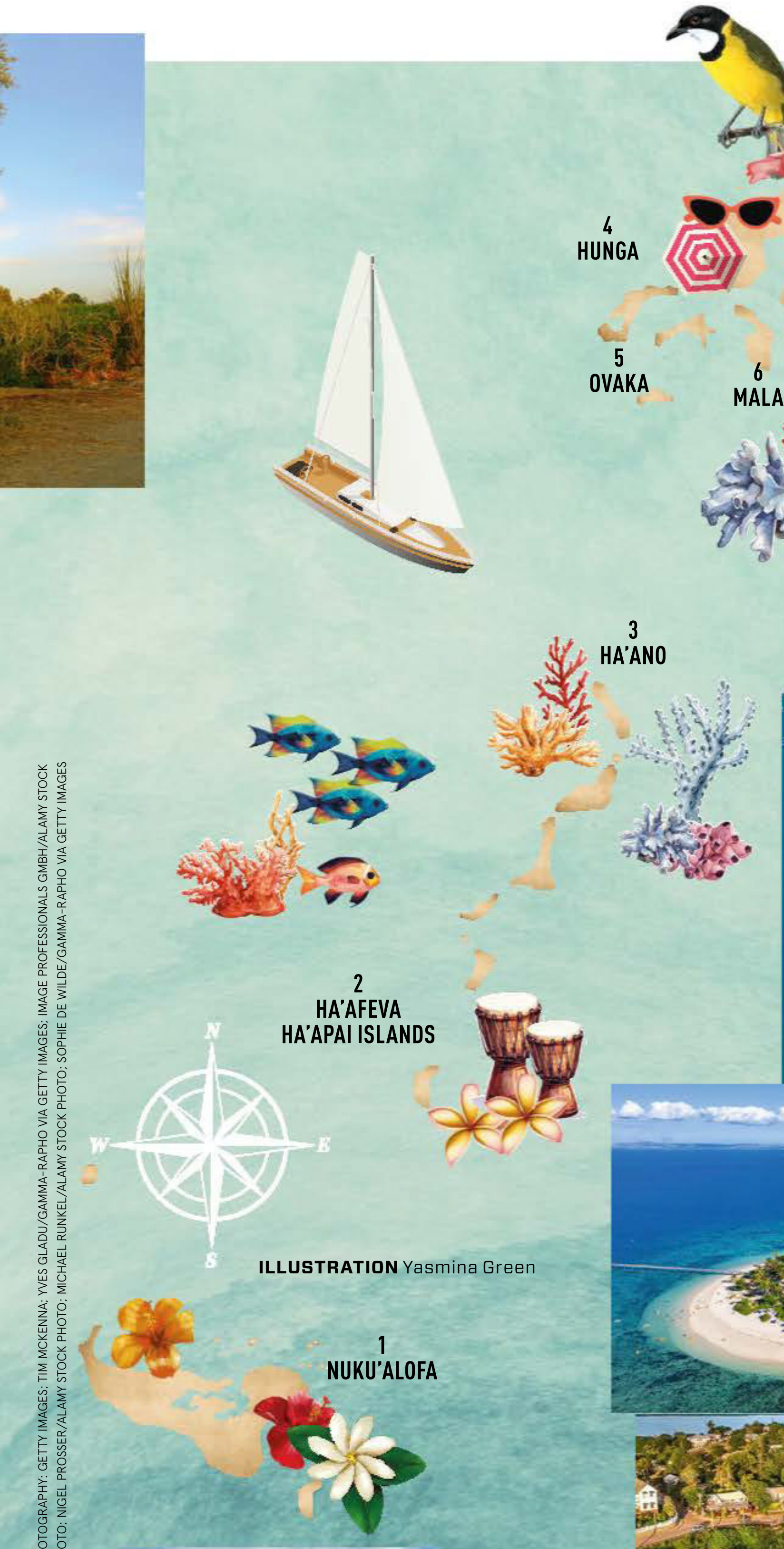

ILLUSTRATION Yasmina Green

PHOTOGRAPHY: GETTY IMAGES; TIM MCKENNA; YVES GLADU/GAMMA-RAPHO VIA GETTY IMAGES; IMAGE PROFESSIONALS GMBH/ALAMY STOCK
PHOTO; NIGEL PROSSER/ALAMY STOCK PHOTO; MICHAEL RUNKEL/ALAMY STOCK PHOTO; SOPHIE DE WILDE/GAMMA-RAPHO VIA GETTY IMAGES

Day Four

Drop anchor at Hunga, famed for its dramatic volcanic landscapes and crystal-clear lagoons. Dive, snorkel or kayak through vibrant marine life, then hike the green hills for panoramic views. Lunch will be an indulgent barbecue on a secluded beach, then just enjoy lounging on the beach in the afternoon before sundowners on board.

Day Five

Following a short cruise three nautical miles south, awake to the island of Ovaka, home to one of the prettiest bays in the region. Spend the day idling on sunpads, swimming or exploring with *Sea Eagle*'s water toys. Snorkel vibrant reefs or lose yourself in a book under the tropical sun.

Day Six

Having relocated five nautical miles after breakfast, arrive at Mala Island, a private tropical jewel. Surrounded by turquoise waters and coral reefs, snorkel, dive or paddleboard in seclusion. Then wander the lush gardens and savor gourmet Polynesian cuisine.

Day Seven

Conclude your Tongan adventure in Neiafu, a picturesque harbor town framed by emerald hills. Reflect on a week of sun, sea and cultural discovery during your final lunch on board, after which the crew will see you off to the airport.

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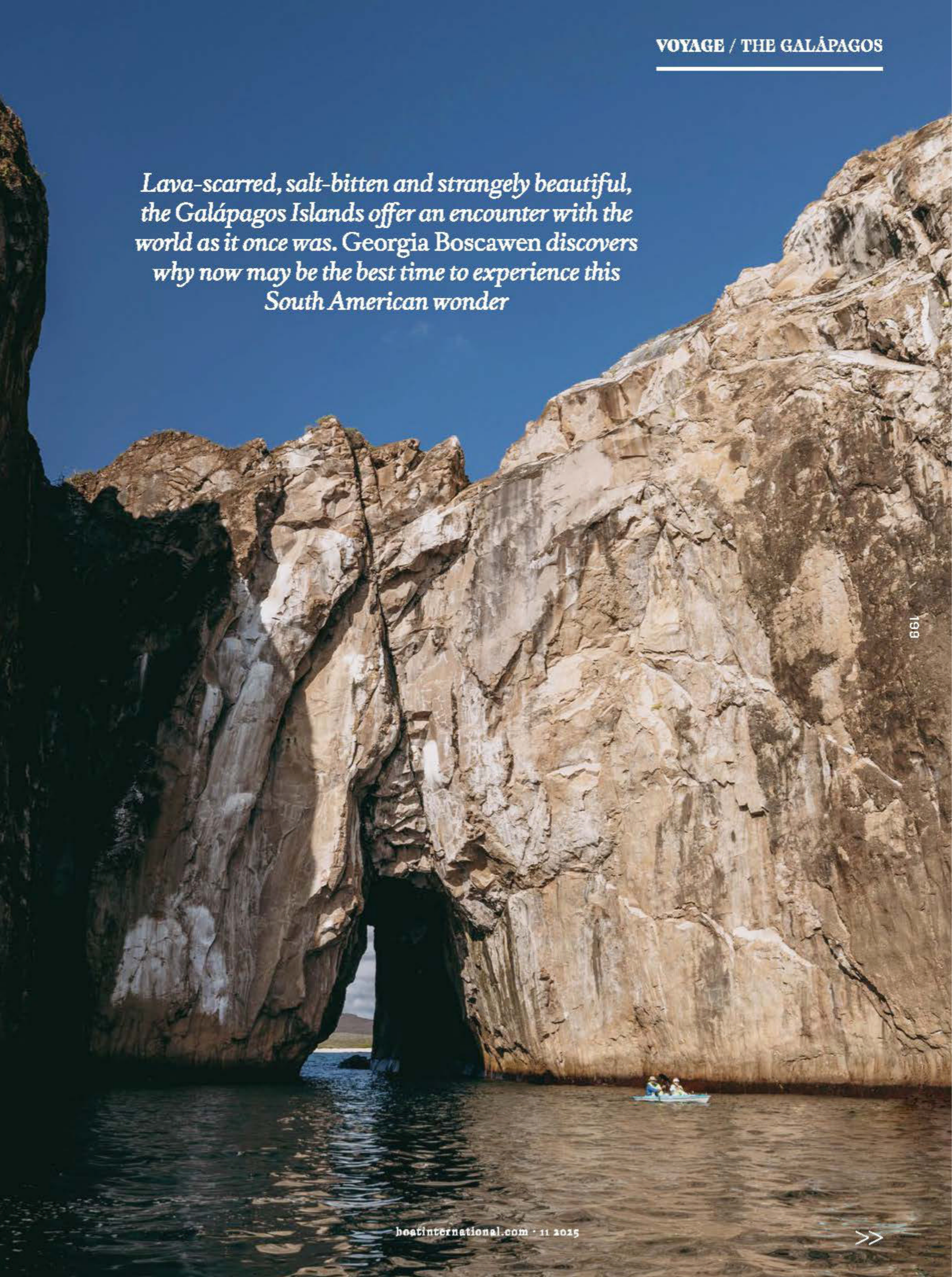
THE LAND THAT TIME FORGOT

PHOTOGRAPHY Louis Waite, Cookson Adventures

The Cathedral and Arch at Cerro Brujo on San Cristobal Island features dramatic volcanic rock formations. The site is accessible through authorized boat tours



Lava-scarred, salt-bitten and strangely beautiful, the Galápagos Islands offer an encounter with the world as it once was. Georgia Boscawen *discovers why now may be the best time to experience this South American wonder*

>>

T

The speed at which Galápagos sharks slice through the midnight-blue water is astounding. "In short bursts, they can reach up to 40 kilometers an hour (25mph)," says Pablo Vargas, our guide from the Galápagos National Park, who's joined us on the aft deck after dinner to field yet another round of breathless questions from us. He does so with patient enthusiasm, although it leaves him little time for his own glass of wine. Out here, wonder is relentless.

We'd left the table to watch two sea lions that had hauled themselves onto the swim platform, lolling in the halo of the deck lights, completely indifferent to their audience (as all animals here appear to be). The sharks were a bonus; dark forms drawn by the fish that cluster in the glow beneath the hull, whipping through the water at lightning speed. As far as after-dinner entertainment goes, this is unmatched, hypnotic even – although it's slightly disconcerting to think I was swimming in this water just a few hours ago.

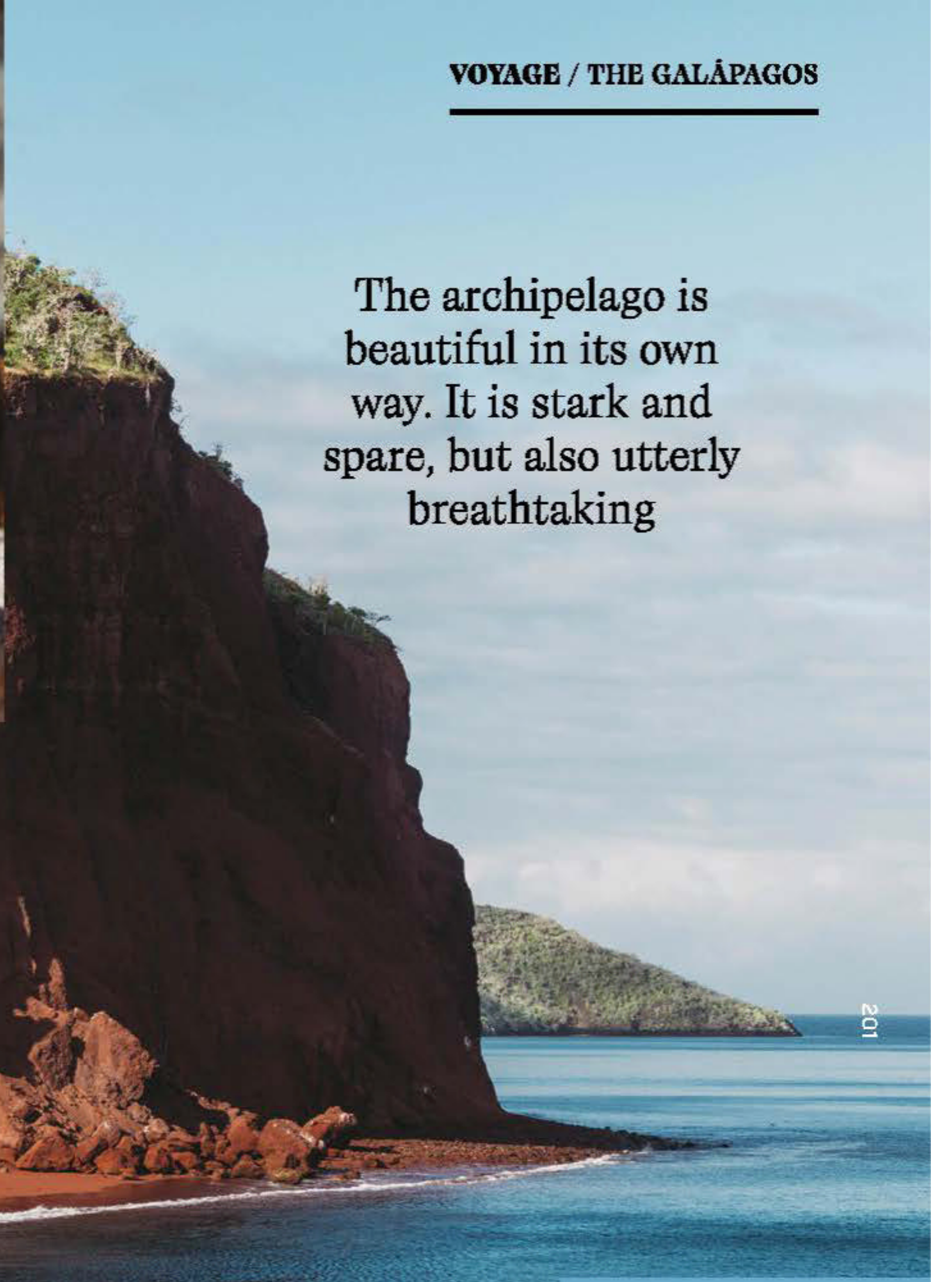
We linger on the aft deck, glasses still half-full, as the two slick bodies jostle for space at the water's edge. In the Galápagos Islands, things like this happen all the time. So well protected, animals are unfazed by humans – it's one of the primary reasons people want to come, and it's utterly mesmerizing.

The archipelago, situated 600 nautical miles off the coast of Ecuador, is uniquely beautiful. It is stark and spare, but also breathtaking. To me, the landscape feels less like Earth and more like Mars, particularly the islands of Fernandina or Bartolomé, with its red, ash-like sand and the pillar of black volcanic rock that springs from the water. It's like nothing I've ever seen, with vast expanses of land populated only by scaly iguanas and alien-looking giant cacti (the largest of which on Santa Fe Island reaches more than 30 feet). But its power is undeniable, and beautiful in an otherworldly way.

It's this strangeness that first captured the attention of a 26-year-old Charles Darwin when he stepped ashore here in 1835. He left with a notebook full of revelations, such as the shape of a giant tortoise's shell and the mockingbirds that vary from island to island. It would be years before his theory of evolution took form, but here the hypothesis was born.

Long before Darwin arrived, the Galápagos had been charted, ignored, exploited and mythologized. The bishop of Panama, whose ship was blown

The Galápagos Islands are among the most protected environments on earth, with 97 percent of their land designated as a national park. Galápagos sea lions, known for their playfulness, are one of many highlights of the archipelago's rich wildlife



The archipelago is beautiful in its own way. It is stark and spare, but also utterly breathtaking

Unique local wildlife such as the marine iguana and the Galápagos mockingbird (right) informed Charles Darwin's theory of evolution

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off course, first recorded the islands in 1535. He described a place of monstrous reptiles and infernal heat – "hell itself," he wrote – a place "not made for men." For the next few centuries, the Galápagos were the preserve of pirates, whalers and opportunists. Giant tortoises, slow-moving and stacked with meat, ended in the cargo hold of ships, kept alive as walking provisions. By the early 1800s, they were on the verge of extinction.

This is why conservation here is so important. Since the establishment of the national park in 1959 and the country's designation as a UNESCO World Heritage Site in 1978, the government has implemented strict controls to limit visitor impact. The park enforces quotas, guides must have licenses and yachts must submit itineraries for approval in advance. Still, the pressure is constant. Tourism brings money, but also risk. The Galápagos are one of Earth's most stringently protected environments, with 97 percent of its land within the national park.

For superyachts, there is a conundrum. "In our industry, the Galápagos is considered one of the bucket-list destinations, but it involves navigating a complex web of regulations," Nick Davies, managing director of Cookson Adventures, says. Strict (and justified) rules imposed by the Galápagos National Park Directorate mean that access is tightly controlled and itineraries are pre-approved. In the Galápagos, spontaneity gives way to conservation, but it's a method that's working. "There has never been such a good time to visit in many years," Vargas says. "In 2025, tortoise populations are returning, endemic bird populations are thriving (the vermilion flycatcher population has nearly tripled in the last 50 years) and we're even discovering new coral species."

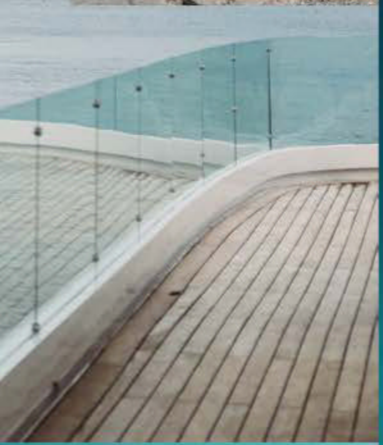
As is the case in many protected cruising grounds, foreign-flagged vessels must obtain a cruising permit, which can be problematic unless a locally licensed operator is involved in the charters. The list of regulations continues with pre-authorized itineraries, authorized landing sites and strictly enforced timing. Until now, high-level charter options were virtually nonexistent.

However, *Hermes* launched in 2025, is a local boat with the amenities of a superyacht. At 164 feet, this is the largest catamaran cruising the South American archipelago. It costs just over $220,000 to spend seven days on board for 20 guests, including guiding, APA and conservation fees. Local vessels have a distinct advantage over foreign ones, including local know-how, contacts and special authorization.

The highlands of Santa Cruz are every bit as lush on foot as they appear from the water. As one of the Galápagos' few inhabited islands, it's home to a single, pin-straight road that runs 15 miles inland in between Spanish cedars, swaying palms and the endemic Scalesia pedunculata, known locally as Darwin's daisy tree.

After a drive, we arrive at stairs that drop down into the Earth and one of the Galápagos' many lava tunnels, a mouth of darkness. "This formed over 1.5 million years ago," Vargas says as we venture into the great basaltic gash in the earth where a river of molten rock left a hollowed artery with lavacicles hanging dull and black from the craggy ceiling.

"This is where we could do a full dinner set-up," says Natasha Piedrahita, private client manager at Cookson Adventures, gesturing to the beautifully lit corner of the cave in a moment of inspiration.



The Galápagos giant tortoise (bottom right) inhabits most of the archipelago. The region is also home to three endemic land iguana species (above) and the marine iguana (bottom left), the only lizard adapted to foraging in the sea

> "In 2025, tortoise populations are returning, endemic bird populations are thriving and we're even discovering new coral species"

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Cookson's role with *Hermes* is to know how to work within the park's regulatory boundaries to unlock rare moments.

While there may be a thriving shark population in the Galápagos, cruising the archipelago will involve much time in the water. Due to the abundance of food, the shallows tend to be filled only with docile (satiated) sharks. One of these is in the sheltered Barrington Bay on the eastern shore of Santa Fé island. After a few moments snorkeling in the warm and gentle current, a harem of juvenile sea lions joins us, twisting and twirling through the shallows. They blow bubbles and tilt their heads mid-swim to get a better look at the strange pod of neoprene-clad intruders.

"These pups will nip you more than the sharks will," Vargas told us in her morning briefing. And they do, nibbling at our fins and wetsuits occasionally during our swim.

After lunch on board and a debrief, we return to the spot on foot to see the sea lions. But lounging around on the beach, bellies to the sun, flippers twitching in their sleep, they are entirely unbothered by our presence. It's extraordinary to think these are the same sharp-eyed, torpedo-fast creatures that had been darting around us in the shallows just hours earlier.

Of course, no visit to the Galápagos would be complete without a sighting of one of its most famous residents among the archipelago's 1,500 endemic species: the blue-footed booby. We arrive on Zodiacs at Punta Pitt on San Cristóbal, one of the few places where all three booby species nest, but it is the blues that steal the show. "It's all in the feet," Vargas explains. The brighter the blue, the healthier the bird and the better the chances of impressing a mate.

It's not just the wildlife here that's spectacular. With the sun low enough to cast the black rocks in gold, we hike to the summit of Bartolomé Island. Soft underfoot, like walking on burned sugar, the landscape of cinder cones, jagged lava flows and rust-red hills looks alien. At the top, Pinnacle Rock rises from the sea like a shard of obsidian, and beyond it, islands look like stepping stones across a glassy blue. It's one of the most photographed spots in the Galápagos, and the reality is even more impressive.

What makes the Galápagos remarkable isn't just its wildlife or wilderness, but the fact that it's working. At a time when so many natural places are in decline, this strange, volcanic scatter of islands offers a rare story of recovery.

In 2025, wildlife here is thriving thanks to decades of careful, committed protection. Visiting here means accepting limits, but by doing so, you aid the archipelago's recovery. The Galápagos may be a place that asks you to slow down and follow the rules, but seeing it in motion proves exactly why it's worth it. □

Cookson Adventures can organize a tailored seven-day/
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guests across 12 cabins. Includes all F&B and guiding.
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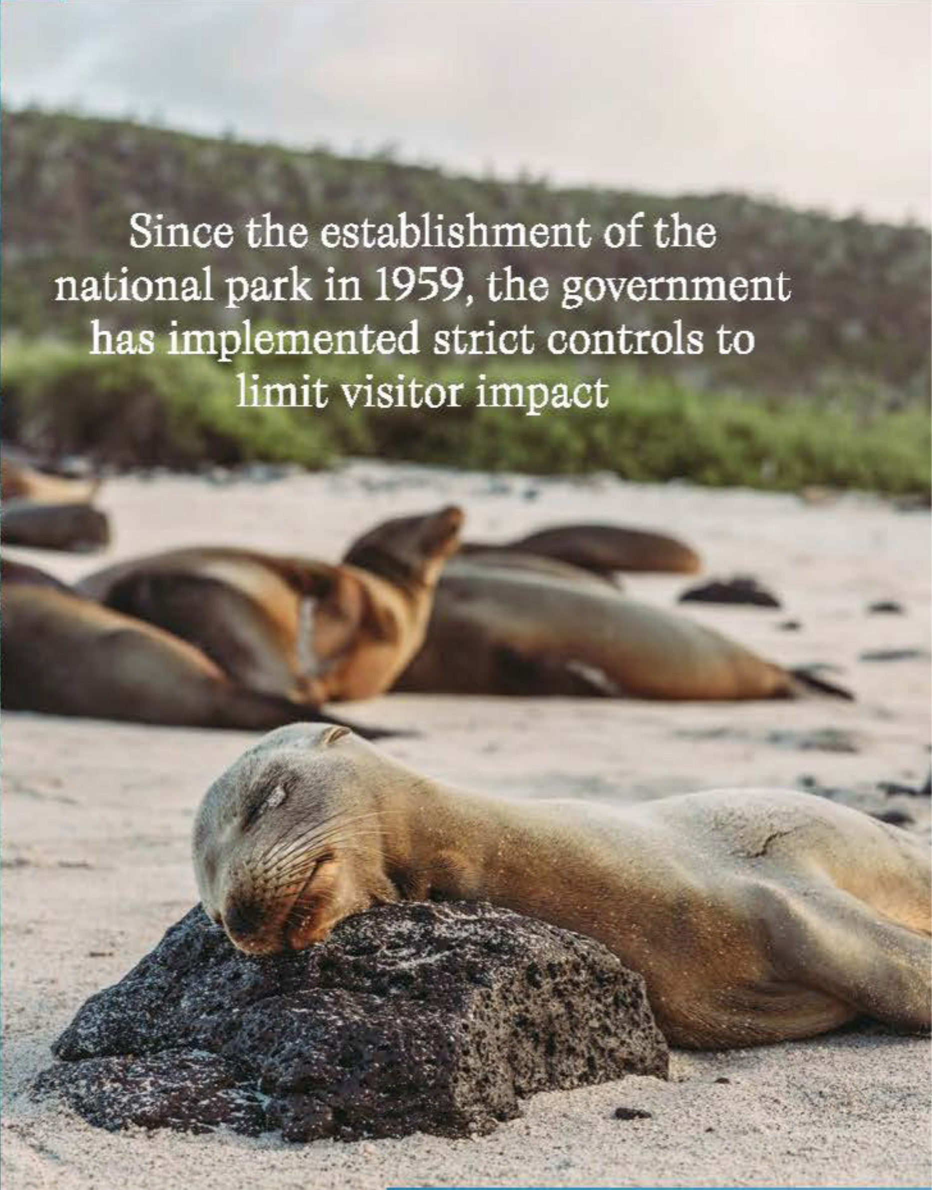
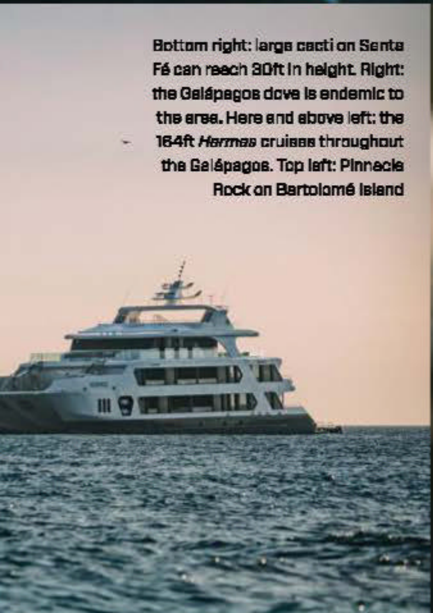
The Galápagos shark is a near-threatened species. Right: sea lions can be found throughout the islands



Since the establishment of the national park in 1959, the government has implemented strict controls to limit visitor impact



Bottom right: large cacti on Santa Fé can reach 30ft in height. Right: the Galápagos dove is endemic to the area. Here and above left: the 164ft *Hermes* cruises throughout the Galápagos. Top left: Pinnacle Rock on Bartolomé Island

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AMALFI

FINER DETAILS

Georgia Boscawen uncovers the story behind a lemon liqueur steeped in sunshine and sealed in ceramic

Lemon groves cling like bunting to the vertiginous cliffs of the Amalfi Coast. Limoncello is the Campania region's lifeblood – a sun-yellow liqueur as bright as the cliffs themselves. Served ice-cold in tiny glasses, Limoncello is known the world over, but in Amalfi it's not just the liquid that holds meaning, it's the bottle.

Peer into the windows of local shops in Amalfi or Vietri sul Mare and you'll see hand-painted ceramic bottles, some shaped like lemons. Some are naïvely drawn, others intricately glazed, but all are filled with a liqueur that has been made here for generations. Long before Limoncello became an export, it was a gift home-made and bottled by hand. It was often personalized for births, weddings or local festivals. Even today, each family will have their own recipe, kept as a closely guarded secret.

Hand-painted ceramic Limoncello bottle from Vietri

The key ingredient is the Sfusato Amalfitano, a lemon with an elongated shape and oily, perfumed skin, grown on terraced groves held up by drystone walls. Shielded from the wind by traditional chestnut pergolas, they're still picked by hand and carried out of the groves in baskets. Their peels are steeped in high-proof alcohol then blended with sugar syrup to produce a liqueur that's sharp, floral and unmistakably local.

Some of the oldest producers still use family recipes. At Antichi Sapori d'Amalfi in the middle of town, visitors can walk through the lemon terraces before tasting Limoncello from ceramic bottles made by artisans in neighboring Vietri. Another option for visitors cruising along the coast is Valenti Positano, which overlooks the colorful town. This traditional spot doubles as both a distillery and a ceramics studio, where artisans paint bottles on site and add custom details while you wait.

The ceramics themselves have their own story. The village of Vietri sul Mare is the oldest ceramics hub on the coast, its traditions dating back to the 15th century. At Ceramiche Cosmolena and Solimene, the bold glazes and lemon motifs are painted by hand using the same local clay that has been dug from the hills above town for hundreds of years. Today, many traditional Limoncello producers still commission bottles from these studios.

For a glimpse of the process, visit Le Vigne di Raito, an organic lemon and wine estate near Vietri, where tours and tastings illustrate the region's citrus culture. Or stop by Ceramiche d'Arte Carmela in Ravello, where you can choose a design and watch it being fired in the workshop behind the store.

Each bottle is slightly different; some will be rough with brush marks, others gleaming and pristine. You'll find them stacked on counters in ceramic-tiled shops, packed into suitcases as gifts or reused in local homes as water jugs and olive oil decanters. Ask any local and they'll have a favorite Limoncello, although it'll usually be their own family recipe.

> *Limoncello is known the world over, but in Amalfi it's not just the liquid that holds meaning, it's the bottle*

SEA SPA

CAP ST GEORGES, PAPHOS, CYPRUS

Where is it? On Cyprus's rugged western shore, Cap St Georges feels like the Med's last-kept secret. There's a wildness to this part of the Cypriot coastline that feels deliciously undiscovered. Though it's just a short drive from Paphos, the setting is serene, with an off-the-map feel.

What's the vibe? The moment you step into the hilltop lobby — with its lofty ceiling adorned in glittering Lasvit chandeliers that are works of art — and stare out at the sea beyond, you are utterly transported. The hotel's architecture draws from Cypriot tradition: whitewashed walls, local stone and shaded verandas. Interiors give a nod to the surrounding landscape with pale woods, soft linen and natural textures. And many of the hotel rooms have their own infinity pool, allowing you to soak up the views while floating in complete privacy.

What to have? There's a focus on local herbs, from invigorating rosemary scrubs to calming lavender oil massages. Fully indulge with the signature 120-minute Akamas Journey, inspired by the wild beauty of the Akamas Peninsula. It begins with a full-body polish using 39 potent plant actives — a verdant cocktail of botanicals that invigorates the skin and stirs the senses. A mineral-rich mask made from Cyprus carobs follows, leaving skin luminous and soft. To close, an aromatherapy massage using native herbs eases every knot of tension.

Best by boat Anchor off the protected bay nearby or tender ashore at the Paphos Harbour Marina. The resort can arrange transfers and a post-treatment dinner. *capstgeorges.com*

THE WESTIN TURTLE BAY RESORT & SPA MAURITIUS HAS LAUNCHED A SUITE OF NEW SUSTAINABILITY INITIATIVES, FROM AN IN-HOUSE PLANT NURSERY TO THE FLOURISHING WESTIN FARM AND PLANT-BASED CULINARY PROGRAM. *MARRIOTT.COM*

notes

...from the Indian Ocean

1

NEW SEASON

The Four Seasons Resort Mauritius at Anahita is set to reopen following a seven-month, resort-wide refurbishment. Led by interior design studio 1508 London, the work brings a fresh new aesthetic: earthy finishes, tactile fabrics, handcrafted local touches and vibrant accents rooted in Mauritian culture. *fourseasons.com*

Aqua Expeditions has expanded into East Africa with the imminent launch of Aqua Lares. The 15-cabin expedition vessel offers voyages to Zanzibar and the Seychelles. *aquaexpeditions.com*

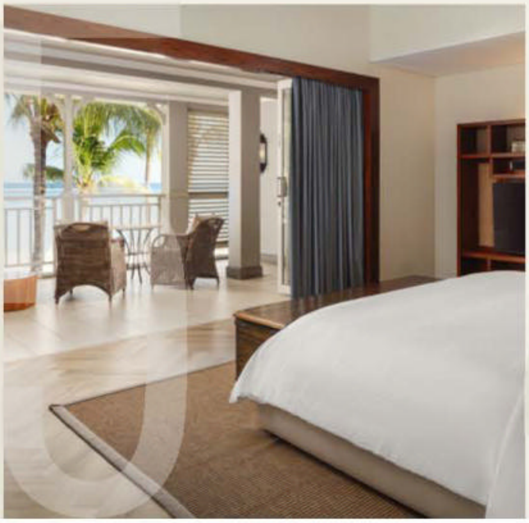
3

BEACH BITES

The ultra-secluded Madagascan hotel Voaara, located on Sainte-Marie Island, has unveiled its new restaurant. La Plage is housed under a traditional thatched Malagasy roof and serves Mediterranean dishes with an Asian edge. voaara.com

Comeback in Mauritius

The former (and much loved) JW Marriott Mauritius Resort is now The St Regis Le Morne Resort. Following a multimillion-dollar investment, the property reinstates signature St Regis rituals including sunset sabrage and bespoke butler service. New additions include La Pâtisserie French bakery and the 16-guest Grand Beachfront Villa. *st-regis.marriott.com*



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NEW GROVE
RUM
10

A GROOVY KIND OF RUM

Mauritian rum house New Grove has launched a rum portfolio with four new expressions spanning white 18-month aged, three to five year blends and an extended Old Tradition range. *From $70, newgrove.mu*

PHOTOGRAPHY: ADOBE STOCK; GETTY IMAGES

CASINO ROYALE

900,000 USD / week

74m / 243' Amels 2018

- 12 guests in 6 Cabins
- Spa
- Aft deck pool

BASED IN THE US VIRGIN ISLANDS THIS WINTER!

CONTACT	Peter Thompson	+33 6 40 61 43 80	peter@thompsonofmonaco.mc
	Julia Uprichard	+33 6 66 73 60 83	julia@thompsonofmonaco.mc

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MC 98000 Monaco

info@thompsonofmonaco.mc
www.thompsonofmonaco.mc

THOMPSON
OF
MONACO

Iceland’s hot picks

Georgia Boscawen gathers the freshest finds to spring from the Land of Fire and Ice

Made from Icelandic salmon leather, this handmade bag is lightweight, strong and an environmental statement. *$330, kirs.is*

The Álafoss blanket is constructed from pure Icelandic wool — perfect for cool nights cruising the fjords. *€150, alafoss.is*

Crafted from upcycled leather and lined with soft cashmere, these mittens are warm, durable and one-of-a-kind. *$215, kirs.is*

Ceramicist Kogga (Kolbrún Björgólfsdóttir) harnesses ash and mineral glazes that yield glacier whites, moss greens and obsidian blacks. This Mother Earth showpiece is inspired by Iceland’s elements and unique landscape. *€1,551, kogga.is*

Reykjavík fragrance house Fischersund bottles scents that are redolent of the towns of Iceland. No.23 is the cult favorite; inspired by Old Reykjavík it evokes oil-stained hands, salty ocean air and the aroma of pipe tobacco. *$223, fischersund.com*

Iceland’s century-old outerwear brand 66°North has launched a collaboration with LVMH Prize finalist Charlie Constantinou. This quilted jacket is made with deadstock fabric and dyed with a mineral process that uses clays and rocks. *$2,800, 66north.com*

Made from reinforced stainless steel, this vacuum flask keeps drinks hot or cold for 24 hours, and has two double-walled stainless-steel cups. *$70, blackblum.com*

> “TO SET FOOT ON ICELAND IS LIKE STEPPING INTO A DREAM WHERE THE MARVELOUS AND THE REAL ARE ONE”
>
> WILLIAM MORRIS

FORMOSA *in the area for FLIBS*
60m › 197' › BENETTI › 2015/2025
€ 39,500,000*
STUART.LARSEN@FRASERYACHTS.COM
+1 954 328 6553

NEW CENTRAL AGENCY

KAISER *at Fort Lauderdale Boat Show*
60m › 196' › ABEKING & RASMUSSEN › 2011/2021
$ 49,000,000*
JOSHG@FRASERYACHTS.COM
ALEX.KRIK@FRASERYACHTS.COM

CALLIOPE *in the area for FLIBS*
43m › 142' › RICHMOND YACHTS › 2007/2022
$ 11,500,000
STUART.LARSEN@FRASERYACHTS.COM
+1 954 328 6553

LA LUNA *at Fort Lauderdale Boat Show*
34m › 112' › SANLORENZO › 2021
$ 10,950,000*
JOSHG@FRASERYACHTS.COM
ALEX.KRIK@FRASERYACHTS.COM

IN THE ZONE *in the area for FLIBS*
34m › 110' › HORIZON › 2012/2024
$ 4,950,000 › US DUTY PAID
LON.MCCLOSKEY@FRASERYACHTS.COM
+1 561 758 2628

NEW CENTRAL AGENCY

BELLA VITA *at Fort Lauderdale Boat Show*
30m › 95' › BENETTI › 2019
$ 7,500,000*
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FLIBS
OCT 29-NOV 2

FORT LAUDERDALE INTERNATIONAL BOAT SHOW

OLMIDA
49m › 160' › ROYAL HAKVOORT › 2010/2024
€ 24,500,000*
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Dutch pedigree. Refined design for worldwide cruising with 3,500nm range and 700 GT. Perfect family yacht featuring seven guest cabins, private owner's deck, and elevator serving all four decks. Luxury and privacy for connoisseurs and experienced yachtsmen.

M.J. TAKNM
41m › 133' › ISA › 2005/2023
€ 3,500,000*
ANTOINE.LARRICQ@FRASERYACHTS.COM
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Sought-after, sleek and fast, Iconic ISA 133. Priced to sell. One owner. Low-hours 2 x MTU 4000 V16s, QL3 serviced, max speed 30-knot Kamewa jet performance. Cristiano Gatto interior. 12 guests in 6 cabins, owner suite main deck, lower deck VIP & 4 x twins with pullman beds.

FIRST & FOREMOST

FRASERYACHTS.COM

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NEW CENTRAL AGENCY
ELA

ELA *in the show for FLIBS*
50m › 164' › HEESEN › 2021
$ 38,500,000*
ANTOINE.LARRICQ@FRASERYACHTS.COM
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Heesen pedigree delivers 19.5-knot performance and 3,750nm range with Van Oossanen's Fast Displacement Hull. Under 500GT, she offers shallow draft access, peak-shaving battery tech, beach club, Jacuzzi, gym & sauna. 14 guests in 6 cabins including full-beam Owner's & VIP.

NEW ASKING PRICE
BRAVADO

BRAVADO
45m › 147' › ABEKING & RASMUSSEN › 2004/2024
€ 14,900,000*› EU VAT PAID
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FLIBS
OCT 29-NOV 2
FORT LAUDERDALE INTERNATIONAL BOAT SHOW

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for Sale & Charter

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210′/64m Feadship 1999/2020 **LADY MARINA***

for Sale & Charter

208′/63.5m Benetti 2006 **LIONESS V***

for Sale & Charter

197′/60m Lurssen 2010/2024 **BELLA VITA***

FT. LAUDERDALE BOAT SHOW
for Sale

190′/58m A&R 2007/2023 **AMARAL***

FT. LAUDERDALE BOAT SHOW
for Sale

182′/55.5m Damen 2020 **GENE CHASER***

FT. LAUDERDALE BOAT SHOW
for Sale

180′/55m Amels 2013 **GENE MACHINE***

for Sale & Charter

171′/52m Amels 2004/2024 **NITA K II***

164′/50m ISA 2012/2022 **BELLE ANNA***

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164′/50m Proteksan 2002/2022 **MOSAIQUE***

for Sale & Charter

154′/47m Dunya 2024 **KING BENJI***

FT. LAUDERDALE BOAT SHOW
for Sale & Charter
NEW CENTRAL

138′/42m Richmond 2004/2023 **MISS STEPHANIE**

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130′/40m Christensen 1993/2022 **SWEET ESCAPE**

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121′/37m Benetti 2013 **NAMASTE**

FT. LAUDERDALE BOAT SHOW
for Sale
NEW CENTRAL

102′/31m Kuipers Woudsend BV 2008 **BEOTHUK**

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for Sale & Charter

(2) 100′/30m Hatteras 2003 & 2005

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for Sale & Charter

98′/30m Sunseeker 2010/2020 **EMRYS**

FT. LAUDERDALE BOAT SHOW
for Sale

92′/28m Paragon 2006/2024 **SEAS TO SEA**

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ATOMIC

209’ (64m) | VSY | 2020 | $49,9000,000

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LA DEA II

161' (49m) | Trinity | 2007 (2025) | $15,900,000

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CARTE BLANCHE

161' (49m) | Christensen | 2009 (2023) | $24,900,000

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ON DISPLAY AT FLIBS 2025

STEALTH

149' (46m) | Palmer Johnson | 2010 (2022) | $12,999,000

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ON DISPLAY AT FLIBS 2025

OCEANIC 143

143' (43m) | Canados | 2023 | €21,900,000

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ON DISPLAY AT FLIBS 2025

SEA AXIS

125' (38m) | Heesen | 1986 (2025) | $4,499,000

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ON DISPLAY AT FLIBS 2025

IRIDESCENCE

100' (31m) | Ocean Alexander | 2020 | $8,200,000

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ON DISPLAY AT FLIBS 2025

CONTESSA

98' (30m) | Sunseeker | 2024 | $14,900,000

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INTO THE SUNSET

87' (26m) | Sunseeker | 2024 | $7,499,000

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Newly listed this month, and making her debut at the Fort Lauderdale International Boat Show, this 60m Amels superyacht blends cutting-edge design with ultimate comfort. With expansive deck spaces, a luxurious beach club, and a sun deck jacuzzi, she is crafted for unforgettable cruising. Her sleek exterior by Espen Øino complements an award-winning interior designed for relaxation and entertainment. Offering six staterooms, hybrid silent cruising, and an expanded sundeck, ENTOURAGE delivers the perfect balance of adventure, style, and sophistication.

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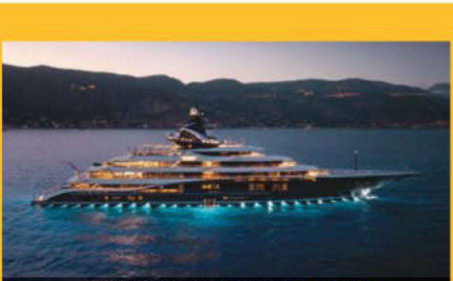

400' (122M) LURSSEN | KISMET DELIVERED

350' (106.7M) OCEANCO | BLACK PEARL DELIVERED

311' (95M) LURSSEN | CC-SUMMER *FOR CHARTER

223' (68M) CRN | PROJECT 146 UNDER CONSTRUCTION

219' (67M) CRN | AMOR À VIDA DELIVERED / *FOR CHARTER

201' (61M) LURSSEN | MARGUERITE *FOR SALE AND CHARTER

200' (61M) ROYAL HAKVOORT | ASIA DELIVERED

196' (60M) AMELS | MEMORIES *FOR CHARTER

163' (50M) MANGUSTA | FELICITÀ *FOR SALE

158' (48M) FEADSHIP | TASIA *FOR SALE

131' (40M) FEADSHIP | LADY SANDALS *FOR SALE

118' (36M) AB YACHTS | FIVE WAVES *FOR SALE

109' (33.3M) MANGUSTA | MYSTERE *FOR SALE

93' (28.5M) RIVA | MEMORIES *FOR SALE & CHARTER

88' (27M) PRINCESS | LADY J *FOR SALE

87' (26.7M) SANLORENZO | BELLE DE NUIT *FOR CHARTER

43' (13M) FREEMAN | SHOWTIME FOR SALE

38' (11.65M) WAJER 38 *FOR SALE

* Not offered for sale or charter to U.S. residents while in U.S. waters

LIONESS V

For Sale | 63.50m (208′ 4″) | Benetti | 2006 | €45,000,000

Alex Lees-Buckley | +33 6 11 50 07 16 aleesbuckley@camperandnicholsons.com

SOMNIUM

For Sale | 55.20m (181′ 1″) | Feadship | 2021 | €62,500,0000 VAT PAID

Alex Lees-Buckley | +33 6 11 50 07 16 aleesbuckley@camperandnicholsons.com

SEA HUNTRESS

For Sale | 55m (180′ 5″) | De Vries, Feadship | 1997 | €23,750,000 VAT PAID

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Gaston Lees-Buckley | +33 6 19 02 64 36 gleesbuckley@camperandnicholsons.com

ATTITUDE

For Sale | 40.60m (133′) | Baglietto | 2022 | €23,500,000

Fernando Nicholson | +1 305 776 3096 fnicholson@camperandnicholsons.com

Rodrigo Nicholson | +1 305 510 1004 rnicholson@camperandnicholsons.com

NEXT

For Sale | 40m (130′) | Columbus Yachts | 2015 (2022) | €11,500,000

Maël Fiolet | +33 6 28 10 27 36 mfiolet@camperandnicholsons.com

AQUA LIFE

For Sale | 27.45m (90′) | Horizon Yachts | 2020 | US$6,995,000

Randy Weir | +1 561 281 8450 rweir@camperandnicholsons.com

Rodrigo Nicholson | +1 305 510 1004 rnicholson@camperandnicholsons.com

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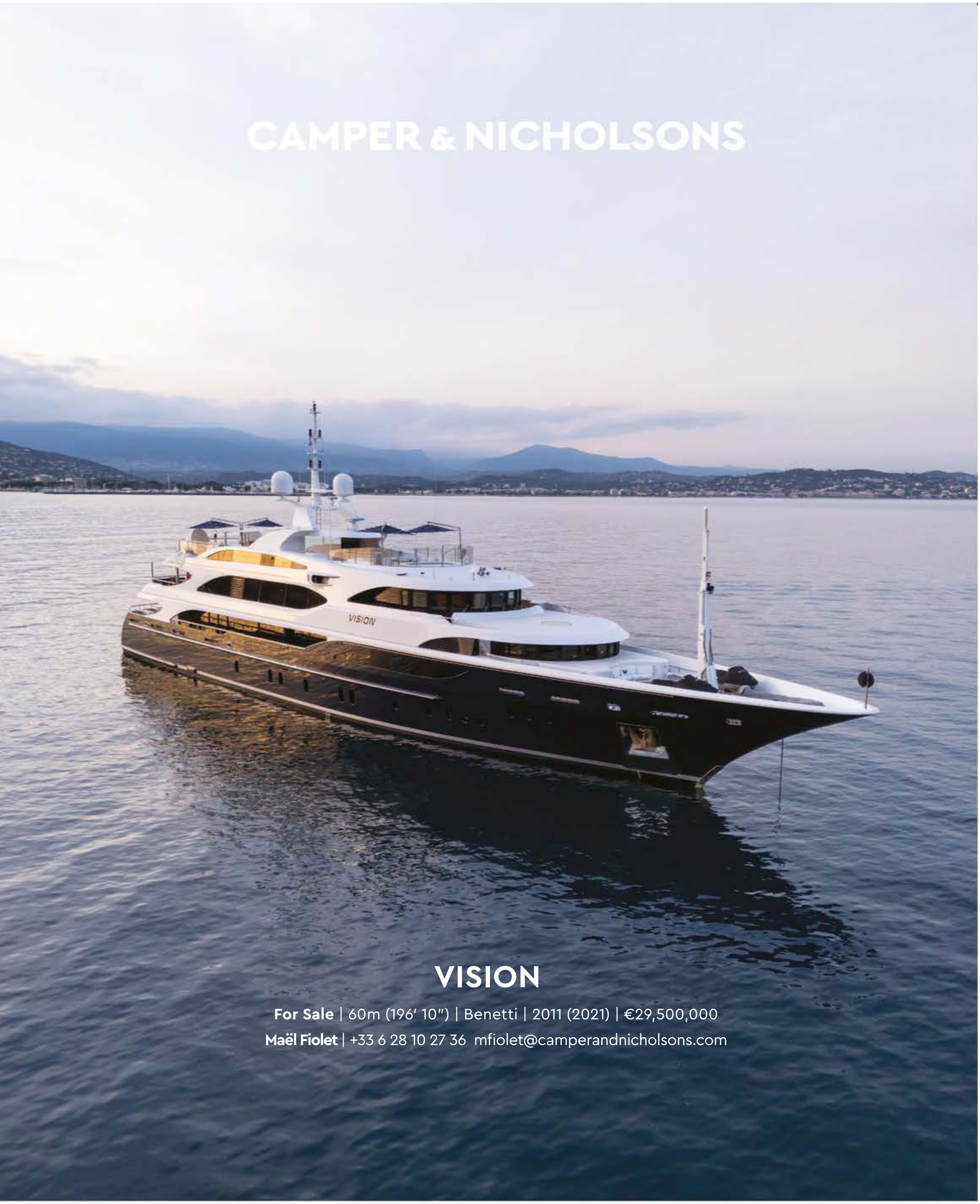

CAMPER & NICHOLSONS

VISION

For Sale | 60m (196′ 10″) | Benetti | 2011 (2021) | €29,500,000
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Moravia
YACHTING

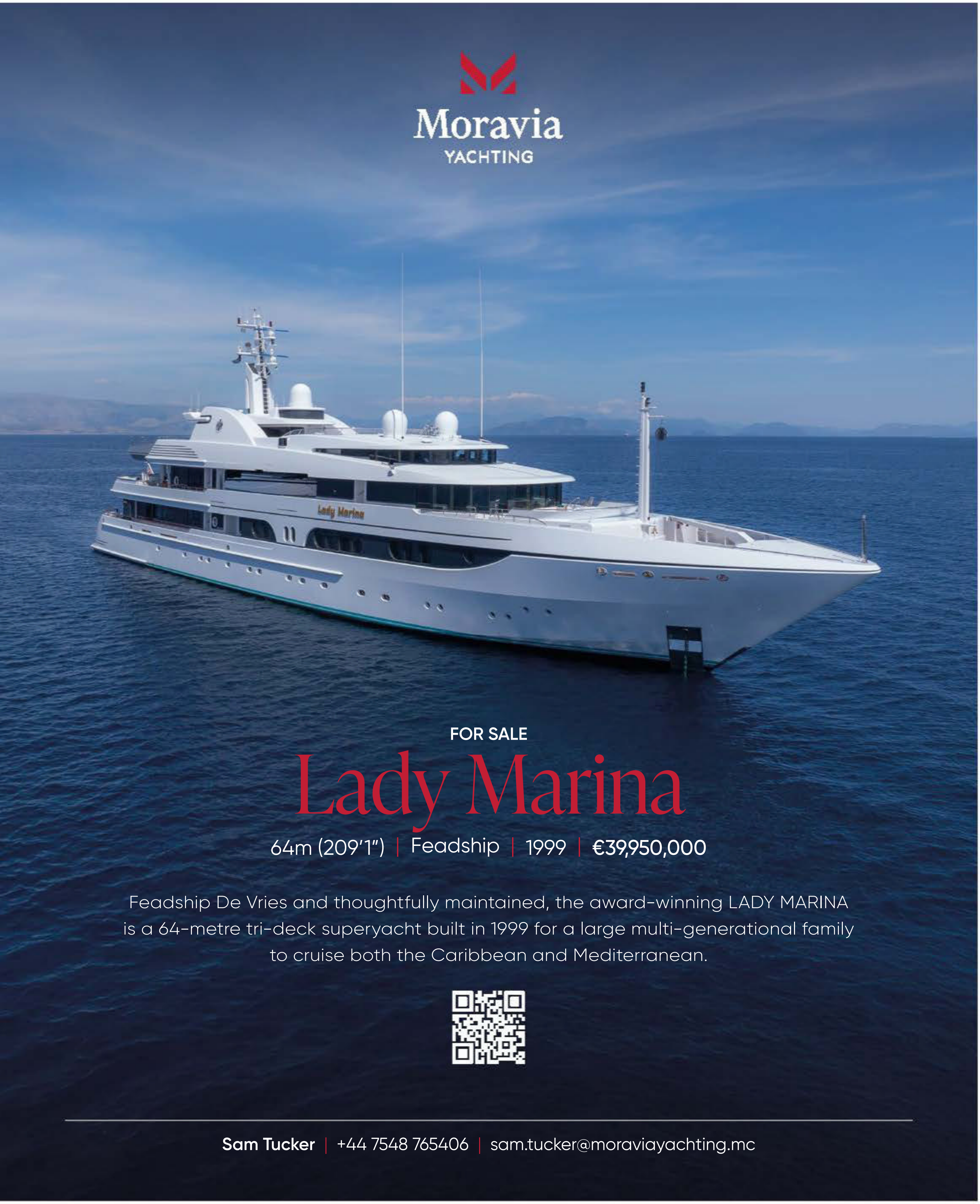
FOR SALE

Eternity

65m (213'4") | Codecasa | 2010 | **€35,000,000**

Built by Codecasa in 2010 and refit to superlative standards in 2022, ETERNITY is a 65m steel-hulled superyacht of exceptional style.

Adam Papadakis | +377 6 78 63 39 60 | adam.papadakis@moraviayachting.mc



Moravia
YACHTING

FOR SALE

Lady Marina

64m (209'1") | Feadship | 1999 | **€39,950,000**

Feadship De Vries and thoughtfully maintained, the award-winning LADY MARINA is a 64-metre tri-deck superyacht built in 1999 for a large multi-generational family to cruise both the Caribbean and Mediterranean.

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AQUASITION, 142' 2010/18 Trinity TDMY

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164' TCB	$199k/wk	140' Never Enough	$99k/wk	124' Seaquest	$85k/wk	112' Now or Never	$65k/wk
163' Lady Elaine	$200k/wk	130' King Of Fun	$120k/wk	124' Murphy's Law	$70k/wk	108' Alandrea	$80k/wk
157' Miss Christine	$165k/wk	130' Blue Time	$120k/wk	124' Camille	$85k/wk	100' A Place in the Sun	$50k/wk
147' M3	$145k/wk	130' Memento Vivere	$120k/wk	118' True North	$60k/wk	82' Qara	$46k/wk
145' Relentless	$150k/wk						

MAR

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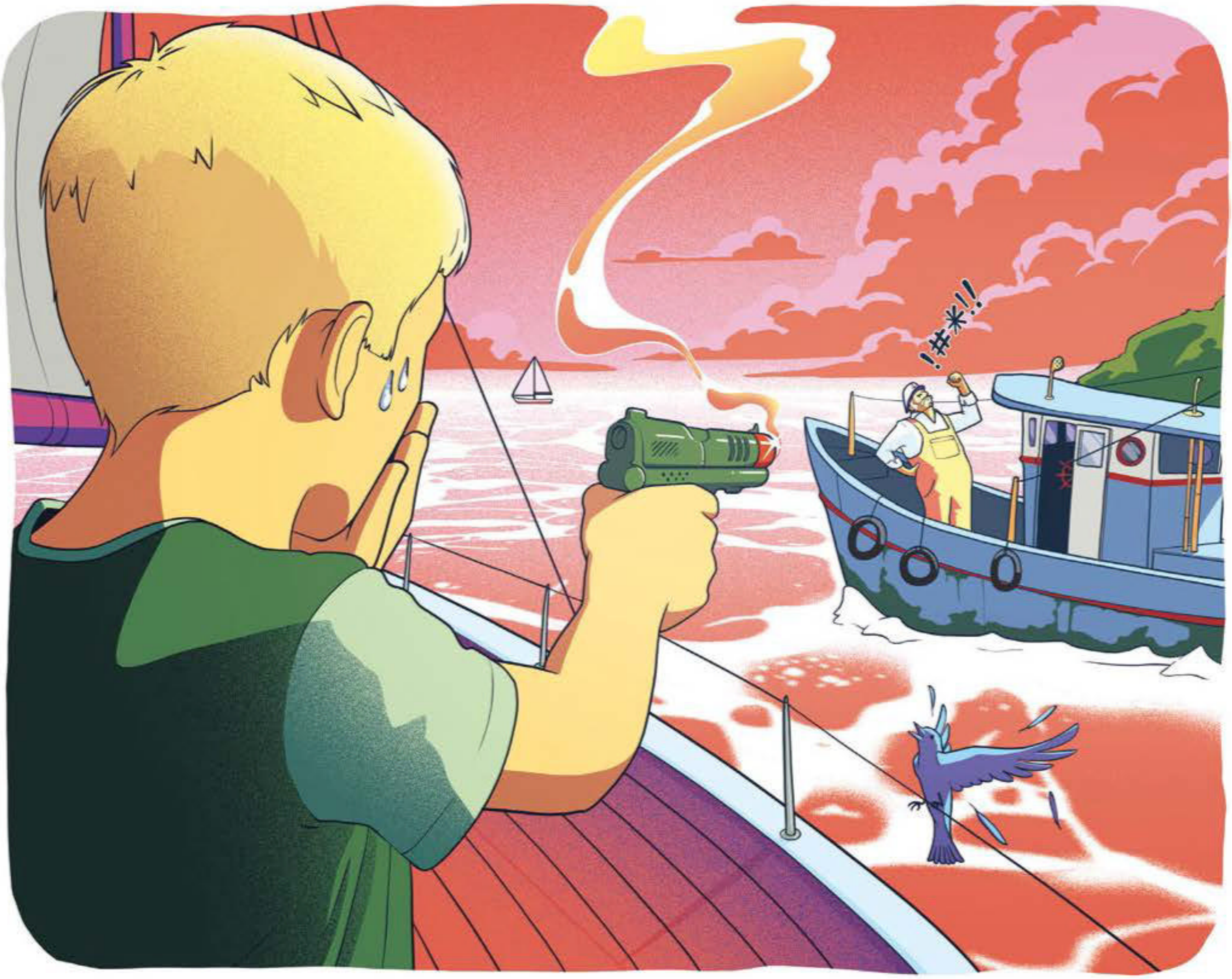

"Out of nowhere, my weak BB gun fired like a bazooka"

I grew up on a 43-foot sailing boat in the 1970s, and one day when my family and I were in a marina in Greece, I got into a spot of trouble.

I owned a cheap BB gun that couldn't hurt a fly – the pellets wouldn't fire more than about 50 feet. A friend and I were on deck with this gun when a fishing boat passed by. Thinking it was beyond my gun's range, I said to my friend, "Watch this, I'm going to shoot that fisherman," whereupon I aimed and squeezed the trigger. But, out of nowhere, my weak BB gun fired like a bazooka, and the pellet nailed that poor fisherman in the back.

He spun around grabbing his back and saw me still aiming at him. He pointed at me, shouted expletives in Greek, and had the captain return the boat to its berth. "Dad!" I screamed to my father below, who, once apprised, gave me my marching orders. "Go and apologize to that fisherman," he said.

"You'll come with me, right?" I pleaded.

"No, you're on your own this time."

So, terrified and shaking, I cycled over to the boat. As it was docking, the fisherman was still screaming and waving his arms around, attracting quite a crowd. I parked my bike and walked gingerly over to him. Not speaking any Greek, I made the impression of someone shooting a gun and pointed at myself.

The crowd fell silent. Was I about to be jailed for life? Someone in the crowd said something, then a few more, then they all started roaring with laughter. My guess is that the fisherman had been telling everyone he'd been shot by an assassin, but when they realized it was just a little kid, they lost it and started imitating him, reaching for their backs and pretending they'd been shot.

Finally, he broke a smile and patted me on the head. It was a great day for Greek-Canadian diplomacy. ◻

As told to Chris Beeson by Cameron Riddell. Illustration by Dr. COLOD. Do you have a tale? Send it to thebitterend@boatinternationalmedia.com

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